U.S. DEPARTMENT OF COMMERCE
National Technical Information Service

PB-292 651

Colorado Motor Vehicle Emission Inspection A Pilot Program

Automotive Testing Labs, Inc, Aurora, CO

Prepared for

Environmental Protection Agency, Ann Arbor, MI Emission Control Technology Div

Mar 78

PB 292651

EPA-460/3-78-001
March 1978

COLORADO MOTOR VEHICLE EMISSION INSPECTION – A PILOT PROGRAM

REPRODUCED BY
NATIONAL TECHNICAL
INFORMATION SERVICE
U. S. DEPARTMENT OF COMMERCE
SPRINGFIELD, VA. 22161

U.S. ENVIRONMENTAL PROTECTION AGENCY
Office of Air and Waste Management
Mobile Source Air Pollution Control
Emission Control Technology Division
Ann Arbor, Michigan 48105

TECHNICAL REPORT DATA

(Please read Instructions on the reverse before completing)

1. REPORT NO.
EPA-460/3-78-001

2.

3. RECIPIENT'S ACCESSION NO.
PB292651

4. TITLE AND SUBTITLE
Colorado Motor Vehicle Emission Inspection-
A Pilot Program

5. REPORT DATE
March 1978

6. PERFORMING ORGANIZATION CODE

7. AUTHOR(S)
Douglas R. Liljedahl & Jerry L. Terry

8. PERFORMING ORGANIZATION REPORT NO.

9. PERFORMING ORGANIZATION NAME AND ADDRESS
Automotive Testing Laboratories, Inc.
Aurora, Colorado 80011

10. PROGRAM ELEMENT NO.

11. CONTRACT/GRANT NO.
68-03-2593
Modification No. 1

12. SPONSORING AGENCY NAME AND ADDRESS
U.S. Environmental Protection Agency
Office of Air and Waste Management
Office of Mobile Source Air Pollution Control
Emission Control Technology Division

13. TYPE OF REPORT AND PERIOD COVERED
Final

14. SPONSORING AGENCY CODE

15. ~~SUPPLEMENTARY NOTES~~
Ann Arbor, Michigan 48105

16. ABSTRACT

This program consisted of a series of emission and fuel economy tests on a sample of 1977 and 1978 passenger cars and thirty 1975-1978 model-year, light-duty trucks. This work was performed on vehicles in their as-received condition. Many of these vehicles that failed an idle test during the initial test sequences were delivered to one of ten pre-selected repair and tune-up facilities in the east Denver area for corrective maintenance.

Idle emission tests and maintenance actions were performed at the repair facilities before the vehicles were returned to the laboratory. These were followed by another series of tests at the laboratory to provide information on the effectiveness of the work performed.

Two other tests were performed as part of the program. An Induced Malperformance Idle Test, conducted with one spark plug disconnected, was performed on all the 1977 and 1978 cars, all trucks and a sampling of 1975 and 1976 cars. Thirty additional 1975 and 1976 cars were also given a series of tests to evaluate catalytic converter performance.

17. KEY WORDS AND DOCUMENT ANALYSIS

a. DESCRIPTORS	b. IDENTIFIERS/OPEN ENDED TERMS	c. COSATI Field/Group
Emissions Motor Vehicles Light-Duty Trucks Fuel Economy Inspection/Maintenance	Air Pollution	

18. DISTRIBUTION STATEMENT Release Unlimited	19. SECURITY CLASS *(This Report)* unclassified	21. NO. OF PAGES 476
	20. SECURITY CLASS *(This page)* unclassified	22. PRICE A21 - A01

EPA-460/3-78-001

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– A PILOT PROGRAM

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Contract No. 68-03-2593
Modification Number 1

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Prepared for

U.S. ENVIRONMENTAL PROTECTION AGENCY
Office of Air and Waste Management
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Publication No. EPA-460/3-78-001

ABSTRACT

The Inspection and Maintenance (I/M) Evaluation Task consisted of a series of emission and fuel economy tests on a sample of 1977 and 1978 passenger cars and thirty 1975-1978 model-year, light-duty trucks. This work was performed as an additional effort in the Denver portion of the EPA's FY77 Passenger Car Emission Factor Program. Tests were performed on the vehicles in their as-received condition. Many of these vehicles that failed an idle test during the initial test sequence were delivered to one of ten pre-selected repair and tune-up facilities in the east Denver area for corrective maintenance.

Idle emission tests and maintenance actions were performed at the repair facilities before the vehicles were returned to the laboratory. These were followed by another series of tests at the laboratory to provide information on the effectiveness of the work performed.

Two other tests were performed as part of the I/M program. An Induced Malperformance Idle Test, conducted with one spark plug disconnected, was performed on all the 1977 and 1978 passenger cars, all trucks and a sampling of 1975 and 1976 passenger cars. Thirty additional 1975 and 1976 model-year cars were also given a series of tests to evaluate the emission related performance of catalytic converters on vehicles with more than 50,000 accumulated miles.

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1. INTRODUCTION

The U.S. Environmental Protection Agency (EPA) is charged by the Clean Air Act with responsibility for the control and prevention of air pollution. Included in this responsibility is the design, conduct and promotion of surveys and studies of air pollution sources. A main cause of air pollution is mobile sources. Working through its Emission Control Technology Division (ECTD), the EPA develops, implements and administers national programs to characterize and reduce air pollution from mobile sources.

Obtaining emission data from in-use vehicles and developing and evaluating vehicle emission control strategies is included in the ECTD's responsibilities. The data from in-use vehicles are utilized by the EPA to calculate and project nationwide and metropolitan area motor vehicle emission factors. These factors and data from other emission control studies are used by state and municipal regulatory agencies in their local air pollution control programs.

In September of 1977 the EPA contracted with Automotive Testing Laboratories, Inc. to obtain the basic passenger car emission factor data in six of the seven Fiscal Year 77 metropolitan study areas. Prior to the performance of this phase of the contract, significant new data requirements developed relative to metropolitan Denver, one of the study areas. These new requirements concerning the effectiveness of inspection and maintenance at high altitude were of immediate concern to the State of Colorado, Department of Health and were introduced to the contract through Region VIII of the EPA at the Health Department's request. A contract modification was developed to accomodate data needs of both the ECTD and the State of Colorado.

This report focuses on those phases of the modification to the basic contract that support the immediate needs of the State of Colorado in the implementation of a state inspection program.

2. TECHNICAL DISCUSSION

2.1 PROGRAM OBJECTIVES

The Colorado Inspection and Maintenance (I/M) Evaluation Task was added to the basic Denver Emission Factor (EF) testing program in November 1977. Its purpose was to provide information on the ability of private sector repair facilities to perform high altitude emission inspections and related maintenance on light-duty passenger cars and trucks. Data generated from this program is expected to be used in the evaluation of a state implemented, vehicle inspection program.

The I/M task included an evaluation of a single mode idle test proposed for the state inspection program. This test was followed by a second idle test performed in the same manner but with one vehicle spark plug disconnected. The latter test, designated the Induced Malperformance Idle Test, was included to duplicate extreme hydrocarbon emission levels. Information from this portion of the I/M program may be used to formulate an idle HC emission standard to be used in a state inspection program.

A separate task involving 30 high mileage vehicles was also included under the I/M Evaluation Task to determine the emission related effectiveness of catalytic converters after more than 50,000 accumulated miles.

2.2 PROGRAM DESIGN

The I/M Evaluation Task was designed to be compatible with the basic FY77 EF Program. Many I/M test procedures and sample vehicle requirements paralleled work scheduled for the Denver portion of this program. Work for both programs was performed on 1977 and 1978 model-year vehicles during the same time period. Thus, although evaporative emission tests were not required for these vehicles under the I/M program, they were performed under contract requirements for the FY77 EF Program. Tests were also conducted on all 1975 and 1976 model-year vehicles included in the Denver FY77 EF program sample under requirements for the I/M program. Thirty 1975 through 1978 model-year light-duty trucks, including those up to 8500 pounds gross vehicle weight, were additionally procured from the Denver area for the I/M Evaluation Task as were thirty high mileage 1975/1976 model-year catalyst equipped vehicles. Test vehicles were procured through the use of records from past programs, mailing lists and various EPA approved news releases.

The initial test sequence was conducted on all I/M vehicles in their as-received condition after a 12 to 24 hour soak. This sequence included: the "diurnal" phase of the Evaporative Emissions Test (if applicable), the Federal Test Procedure, the "hot soak" phase of the Evaporative Emissions Test (if applicable), the Highway Fuel Economy Test (if applicable) and a sequence of short emission tests. The short tests included the Federal Short Cycle Test, the Two Speed Idle Test, the Induced Malperformance Idle Test and the Federal Three Mode Test. Evaporative emission test segments were performed only on the 1977 and 1978 model-year passenger cars and only in connection with the EF program requirements.

According to pass/fail parameters provided by the EPA, approximately 50% of the I/M vehicles were expected to pass an idle HC/CO emission test performed during the short test portion of the as-received testing sequence. Those that passed were returned to their owners without further testing. Those that failed were delivered to one of ten preselected repair facilities for corrective maintenance.

Repair facilities were selected with the approval of the Region VIII

EPA Project Officer under a separate contract and are considered to be representative of the more qualified Denver-area engine tune-up and maintenance businesses. Each facility has a Colorado Department of Revenue Motor Vehicle Safety Inspection License and suitable HC/CO inspection instruments.

Personnel at the repair facilities were trained in emission testing and tune-up by the Colorado Department of Health's contractor, Colorado State University. Additional orientation and training in the use of emission inspection and repair forms developed by the EPA were provided by Automotive Testing Laboratories, Inc. (ATL).

Mechanics at each facility measured idle hydrocarbon and carbon monoxide, adjusted vehicle dwell and timing and in some cases performed further corrective maintenance. ATL personnel remained at the garage until initial tests were completed. These included an idle emissions test and measurements of dwell, timing and idle rpm. Test results were compared with those obtained at the laboratory during the as-received test sequence. Any major discrepancies in inspection results were resolved at that time. However, if the vehicle passed the idle test, it was returned immediately to the laboratory along with comments on the circumstances surrounding the inspection, if any, that may have contributed to the vehicle's passing status.

After the repair facilities completed testing and any subsequent repair work, the vehicles were returned to the laboratory for evaluation. Following two driveability tests, one prescribed by the EPA and one prescribed by the Colorado Health Department, the vehicles were placed in soak for a period between 12 and 24 hours. A series of tests comparable to the as-received sequence was then performed without the evaporative emission test segments. A maladjustment and disablement inspection was conducted after the emission tests.

Further corrective maintenance may have been performed following maintenance at the repair facility and the after-maintenance laboratory tests. This additional maintenance action was followed by a 12 to 24 hour soak and another series of tests. If no additional maintenance was required, the vehicle was returned to its owner after test depreparation procedures had been completed.

The Induced Malperformance Idle Test was conducted as part of the overall sequence on all vehicles except those in the high mileage catalyst-equipped vehicle sample. As noted earlier, this test was conducted after testing with one spark plug disconnected to simulate hydrocarbon emission levels encountered on vehicles with malperforming ignition or valve systems.

The thirty high mileage 1975/1976 model-year catalyst-equipped vehicles were subjected to as-received tests and the maladjustment disablement inspection only. No other tests were performed on these vehicles.

2.3 PROCUREMENT OF PRIVATELY OWNED VEHICLE REPAIR FACILITIES

2.3.1 Repair Facility Procurement Plan

Ten Denver-area repair facilities were selected for the Inspection/Maintenance Evaluation Task under a separate contract with the Region VIII office of the Environmental Protection Agency.

Approximately 120 facilities in the extreme east-central Denver and central Aurora areas were initially identified through the telephone company Yellow Pages. As expected, most of these businesses were service stations while fewer independent garages and new car dealerships were available.

Owners and managers of the repair facilities were contacted and interviewed over the telephone. During the interview, the program was briefly explained and a series of questions were asked. Candidate repair facilities were reduced to 29 on the basis of equipment availability and suitability, and management response to this survey.

Remaining businesses were then inspected by ATL personnel to determine their suitability for the program. The final ten repair facilties were ultimately selected from this group and approved as candidates for training by the Colorado Health Department's mechanic training contractor, Colorado State University.

2.3.2 Repair Facility Screening Criteria

Repair facilities were required to meet a minimum set of criteria to be considered for the program. Each business had to have a Colorado Motor Vehicle Inspection License, "suitable" HC/CO emission analyzers and an adequately heated indoor space at least 12 by 25 feet for emission inspections. A suitable inspection instrument was defined to mean any instrument of fairly recent manufacture (within last 3 years or so) that was capable of accurately and repeatedly responding on a short-term basis to a suitable zero gas and a known span or calibration gas. Tune-up and emissions test equipment had to be in working order or readily repairable. Each facility was also required to send at least one person to evening classes for training in emission testing and related vehicle maintenance.

2.3.3 Repair Facility Sample Selection and Composition

The ten repair facilities selected for the Inspection/Maintenance Evaluation Task consisted of the following:

Three new car dealerships
Three independent garages
Four gasoline service stations

One of the businesses grouped with independent garages also maintained gasoline service islands but was largely involved in independent repair and tune-up work.

2.3.4 Repair Facility Personnel Training Program

Individuals at each of the selected repair facilities received 16 hours of training in emission testing during four classes conducted in November, 1977. These classes were provided by Colorado State University at no charge to the repair facilities. ATL coordinated this training and provided additional instructions concerning the preparation of data forms and other requirements related to the program.

2.4 TEST VEHICLE PROCUREMENT

2.4.1 Test Vehicle Procurement Plan

Vehicles eligible for testing were limited to those normally operated within 15.5 miles of the Denver city limits. Exact specifications for test vehicles regarding model-year, make, engine displacement, body size, transmission type and number of carburetor venturis were supplied by the EPA Project Officer. Data showing the various makes and model-years of all vehicles used for the Inspection and Maintenance Evaluation Task are presented in Table 1. Those vehicles fulfilling contract obligations for light-duty trucks and high mileage passenger cars are presented separately in the first two sections of the table. All other vehicles are presented in the next two sections according to their status as imports or domestic models.

Table 2 provides a general profile of all test vehicles according to accumulated mileage, calculated Federal Test Procedure inertia weight, engine displacement and number of cylinders. Passenger cars tested for the high mileage portion of tests and all trucks are grouped separately. The remaining vehicles are designated by model-year.

The vehicle sample conforms to the following minimum standards:

TABLE 1

SUMMARY OF SAMPLE VEHICLE MAKES

DENVER

MANUFACTURER	1975	1976	1977	1978	TOTAL
TRUCKS UP TO 8500# GVW					
CHEVROLET	1	3	4	0	8
DODGE	0	2	3	0	5
FORD	6	2	3	3	14
GMC	0	0	2	0	2
PLYMOUTH	0	0	1	0	1
HIGH MILEAGE 1975/1976					
BUICK	0	1	0	0	1
CADILLAC	2	0	0	0	2
CHEVROLET	4	0	0	0	4
CHRYSLER	1	1	0	0	2
FORD	4	4	0	0	8
MERCURY	2	0	0	0	2
OLDSMOBILE	2	2	0	0	4
PLYMOUTH	2	1	0	0	3
PONTIAC	2	0	0	0	2
DATSUN	1	0	0	0	1
VOLKSWAGON	0	1	0	0	1
DOMESTICS					
AMC	2	2	2	0	6
BUICK	3	4	5	2	14
CADILLAC	1	2	3	1	7
CHEVROLET	10	14	16	5	45
CHRYSLER	1	1	1	0	3
DODGE	2	4	3	1	10
FORD	8	11	13	4	36
LINCOLN	1	1	1	0	3
MERCURY	2	3	3	2	10
OLDSMOBILE	4	5	7	3	19
PLYMOUTH	3	4	4	1	12
PONTIAC	3	4	6	2	15
IMPORTS					
DATSUN	2	3	3	1	9
FIAT	1	1	0	0	2
HONDA	1	1	2	0	4
MAZDA	1	0	0	0	1
TOYOTA	2	3	4	1	10
VOLKSWAGON	2	2	2	1	7
TOTAL	76	82	88	27	273

TABLE 2

SUMMARY OF TEST VEHICLE CHARACTERISTICS BY MODEL-YEAR

DENVER

	HIGH MILEAGE 1975 & 1976	TRUCKS	1975	1976	1977	1978	TOTAL
MILEAGE INTERVALS							
10000 & UNDER	0	12	0	1	35	23	71
10001 - 20000	0	5	4	26	32	1	68
20001 - 30000	0	5	13	26	8	0	52
30001 - 40000	0	5	14	3	0	0	22
40001 - 50000	0	1	11	6	0	0	18
50001 & OVER	30	2	7	3	0	0	42
INERTIA WEIGHTS IN POUNDS							
1750	0	0	0	0	0	0	0
2000	0	0	1	2	1	0	4
2250	1	0	3	5	6	2	17
2500	0	0	2	0	2	1	5
2750	1	0	3	3	3	0	10
3000	0	0	4	6	5	0	15
3500	3	1	6	11	8	10	39
4000	3	15	10	16	28	6	78
4500	11	12	11	16	13	1	64
5000	8	2	5	3	6	4	28
5500	3	0	4	3	3	0	13
DISPLACEMENT (CUBIC INCHES)							
UNDER 251	3	3	18	24	29	9	86
251 - 330	4	9	7	12	12	7	51
331 - 399	10	13	13	16	26	4	82
OVER 399	13	5	11	13	8	4	54
NUMBER OF ENGINE CYLINDERS							
ROTARY	0	0	0	0	0	0	0
4	2	0	11	15	17	3	48
6	1	8	8	11	13	6	47
8	27	22	30	39	45	15	178
TOTAL	30	30	49	65	75	24	273

1) 100% fit the make and model-year specified.

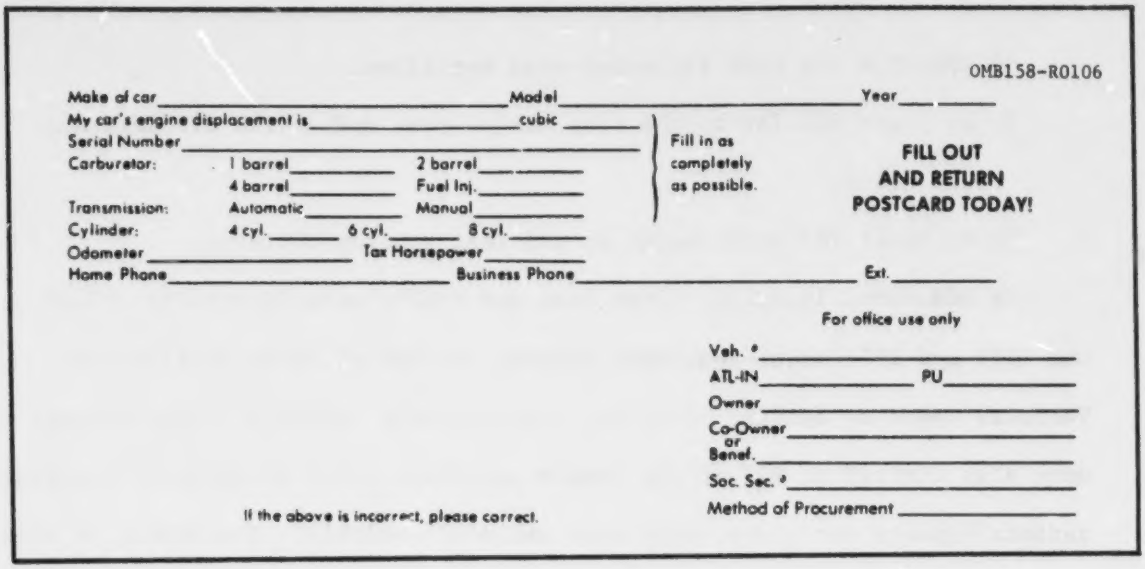
2) At least 90% fit to the make, model-year and engine displacement specified.

3) At least 70% exact match to all test vehicle criteria.

In addition, leased or fleet cars and trucks were limited to 20% of the 1977 and 1978 model-year test samples and 10% of other model-years. Vehicles owned by members of civic, fraternal and religious organizations were also limited to 50% of the sample and those owned by automotive organizations (sports car clubs, etc) were excluded entirely. The latter of these sources, however, was not a factor in the procurement program.

Eligible vehicles were identified and acquired primarily through the use of mailing lists. These lists were purchased from a company with specialized vehicle/owner records and statistical data. Potential sources were limited to those with required model-year vehicles, living within specified zip code areas. Mailing materials consisted of an introductory letter from ATL and a post-paid, federal Office of Management and Budget (OMB) approved information reply card. Reply cards contained certain vehicle indentification information as well as requests for additional data. These cards were subsequently used in selecting test vehicles.

Solicitation of vehicles already tested under previous programs was encouraged up to a level of 70% of total vehicles for a given model-year. Those vehicles which underwent some form of maintenance as part of these programs were excluded, however. Vehicles tested under prior programs were acceptable as long as they matched model-year and make requirements. Additional matches in specifications were not required for these vehicles although they were selected to conform to test configurations in the closest possible manner.



OMB158-R0106

Make of car ______ Model ______ Year ______

My car's engine displacement is ______ cubic ______

Serial Number ______

Carburetor: 1 barrel ______ 2 barrel ______

4 barrel ______ Fuel Inj. ______

Transmission: Automatic ______ Manual ______

Cylinder: 4 cyl. ______ 6 cyl. ______ 8 cyl. ______

Odometer ______ Tax Horsepower ______

Home Phone ______ Business Phone ______ Ext. ______

Fill in as completely as possible.

FILL OUT
AND RETURN
POSTCARD TODAY!

For office use only

Veh. # ______

ATL-IN ______ PU ______

Owner ______

Co-Owner or Benef. ______

Soc. Sec. # ______

Method of Procurement ______

If the above is incorrect, please correct.

Figure 1, Sample Information Reply Card

A total of 2400 information reply cards were mailed to solicit additional sources for 1972 through 1976 model-year test vehicles (1972-1974 model-year vehicles were solicited solely for use in the EF program). Of this total, 436 were returned by owners willing to submit their vehicles for tests. Because there were no 1977 vehicles available from previous testing programs, 1600 reply cards were mailed to owners of these vehicles in the Denver area. This elicited 352 positive responses.

Mailing lists were not available for 1978 model-year vehicles. These were found and selected for testing through a secondary procurement method involving a direct appeal through the news media. Releases were issued through the local EPA office to various newspapers and radio and television stations operating in the Denver area. These releases also included requests for certain makes and models with small sales volumes found to be few in number or absent entirely from the initial sample. Figure 2 on the following page presents one of several releases issued during the I/M program.

News release from Automotive Testing Laboratories, Inc.
For release: 2/3/78

SELECTED AUTO OWNERS TO RECEIVE $50 SAVINGS BOND
UNDER EPA EMISSIONS PROGRAM

Residents of Denver and surrounding areas will receive a $50 U.S. Savings Bond and the use of a late-model loan car if they allow Aurora-based Automotive Testing Laboratories to conduct emission tests on their cars and trucks. The testing program, designed to gather information on automotive pollution and fuel economy, is sponsored by the U.S. Environmental Protection Agency.

All cars and trucks will be returned intact after one to four days with a full tank of gas. Certain selected vehicles will also receive a free tune-up.

The laboratory wants to test the following vehicles: 1978 passenger cars, 1975 through 1978 two-wheel drive trucks with up to three-quarter ton capacities, 1975 and 1976 domestically produced vehicles with catalytic converters and more than 50,000 accumulated miles, a 1977 Chevrolet Camaro with a 250 cubic engine, a 1977 Chevrolet Malibu with a 250 cubic inch engine, a 1977 Chrysler Newport, Town and Country station wagon or New Yorker with a 440 cubic inch engine, a 1977 Ford V-6 Pinto or Mustang II, a 1977 Lincoln Continental or Mark V with a 460 cubic inch engine, a 1977 Mercury Bobcat with a 2.3 liter engine, a 1977 Pontiac Ventura with a 231 cubic inch engine, a 1977 Pontiac LeMans with a 350 cubic inch engine, a Datsun B-210 or F10, a 1977 Toyota Corolla and a 1977 Toyota Corona or Celica.

Interested owners should contact the company at 343-8963.

Figure 2, Typical Request for Test Vehicles Released to the News Media.

2.4.2 Incentive for Owner Participation

The following incentives were provided for owners of test vehicles to encourage participation in the program:

1) A $50 U.S. Savings Bond.

2) Return of the owner's vehicle with a full tank of fuel.

3) Use of a late model, fully insured loan vehicle while testing was being conducted.

2.4.3 Test Vehicle Sample Selection and Composition

Preliminary vehicle selection was based on comparisons between reported information on owner reply cards and the EPA's list of desired test vehicles. Owners whose vehicles matched best were contacted by telephone. At this time, the information supplied on the reply card was verified and any void in the information was filled. An interview was also administered to screen atypical vehicles. Atypical vehicles are those that have been extensively modified, are used solely for commercial use or are unsafe to test (ie, serious transmission or exhaust-system problems, etc.). If the vehicle proved suitable and the owner was willing, it was scheduled for delivery to the laboratory for tests. More extensive inspection and screening procedures were subsequently administered when the vehicle was delivered.

2.4.4 Test Vehicle Acceptance Procedure

Upon arrival, the prospective test vehicle was given a thorough inspection for damage and test suitability. Oil and transmission fluid levels were checked, vehicle exhaust systems evaluated and tires inspected for unusual wear. Information accumulated through owner reply cards and telephone interviews was also rechecked. Owners were interviewed using a questionnaire designed to detail the history of the vehicle including the extent of use and the nature of recent maintenance.

In addition to normal acceptance procedures, a Colorado HC/CO emission inspection was conducted to provide a preliminary indication of the vehicle's pass/fail status. This was taken into consideration by vehicle acquisition personnel as subsequent delivery schedules were established.

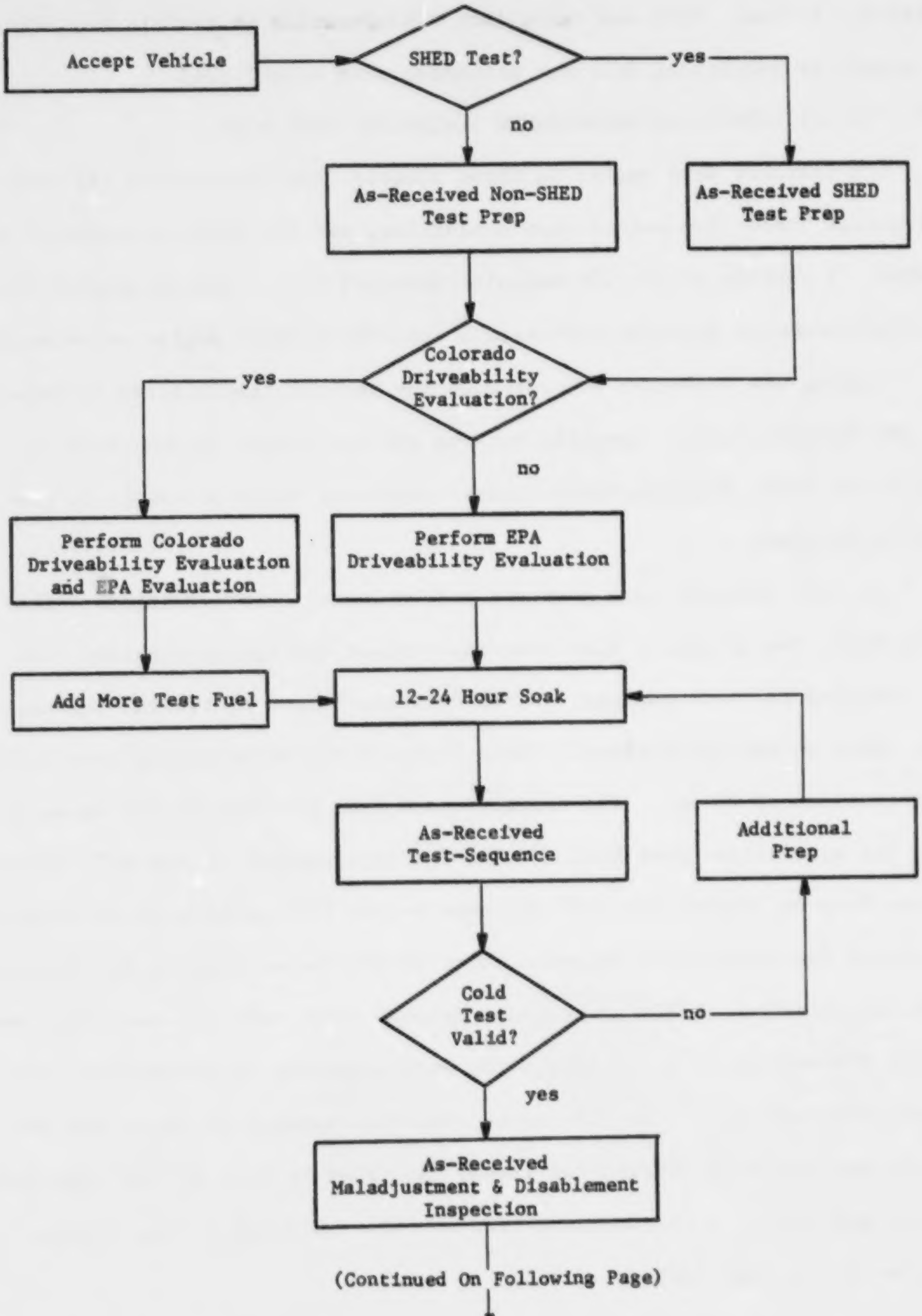
2.5 VEHICLE INSPECTION/MAINTENANCE EVALUATION TEST PLAN

I/M vehicles were tested in three stages: the as-received sequence, the garage inspection maintenance evaluation, and the after-maintenance sequence. A portion of the I/M vehicles received additional testing if the after-maintenance sequence indicated a need for further engine adjustments.

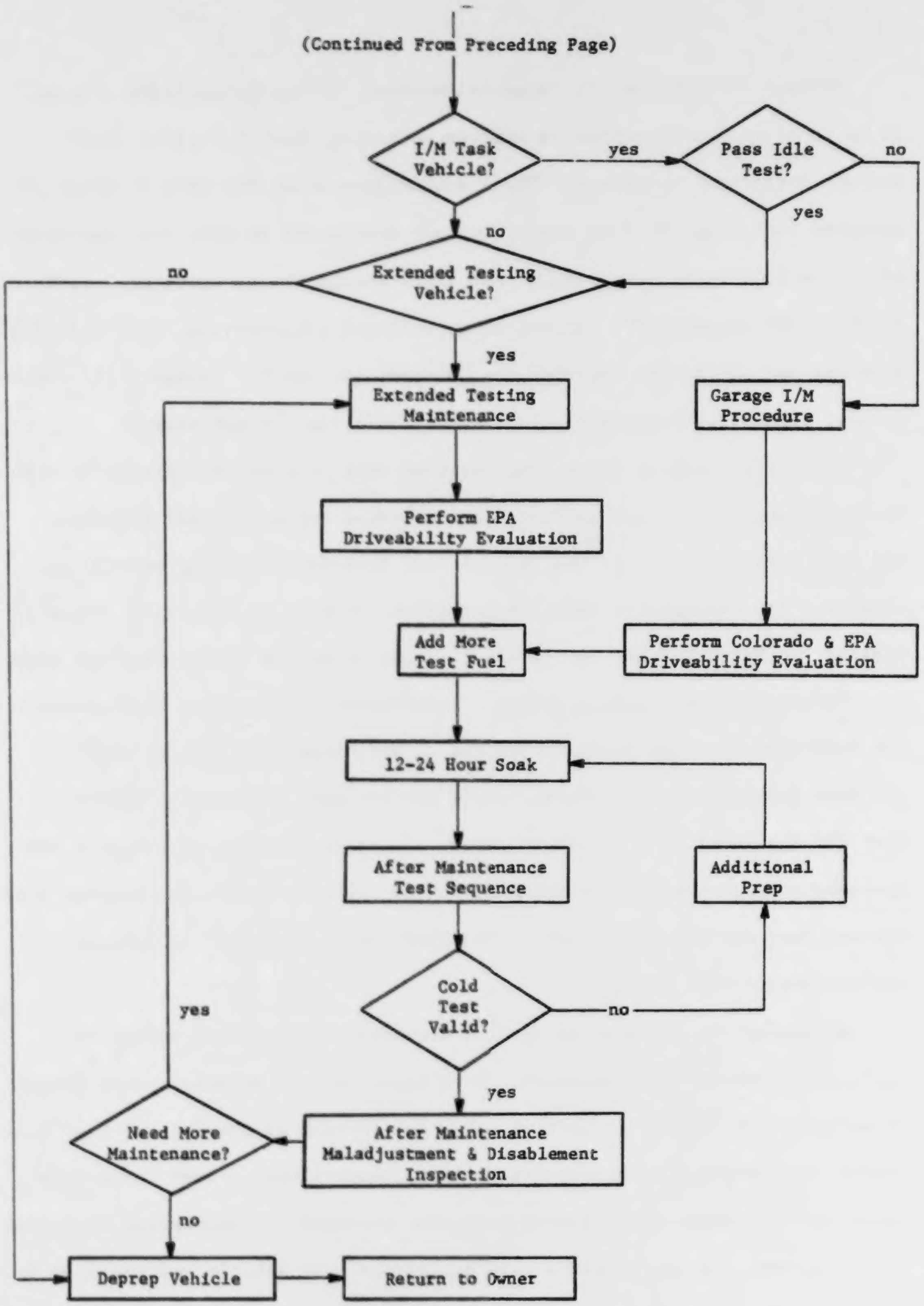
Testing was conducted according to the vehicle flow diagram in Figure 3 on the following page. Specific actions are designated in the chart by rectangles while diamond-shaped figures represent decision points in the testing sequence.

All test vehicles were prepared and evaluated before testing. After acceptance, the vehicle's fuel tank was drained and the as-received fuel was analyzed for lead content. Tires were rearranged to prevent the use of snow tires on the dynamometer. Those tires on the drive wheels were inflated to a pressure of 35 psi. The vehicles were then refueled to 40% capacity with the appropriate test fuel. Under the requirements of the FY77 Emission Factor Program, thirty-two 1977 and twenty-four 1978 model-year vehicles were scheduled for evaporative emission tests by the Sealed Housing for Evaporative Determination (SHED) procedure. Because these vehicles were also used in the I/M evaluation task, SHED tests were performed in conjunction with the as-received portion of the I/M tests. The fuel systems of these cars and trucks were pressure checked for leaks. In order to monitor fuel temperature during SHED tests, a thermocouple lead was also soldered to the outside portion of the fuel tanks.

Figure 3, Denver Vehicle Flow Chart


Accept Vehicle
SHED Test?
yes
no
As-Received Non-SHED Test Prep
As-Received SHED Test Prep
Colorado Driveability Evaluation?
yes
no
Perform Colorado Driveability Evaluation and EPA Evaluation
Perform EPA Driveability Evaluation
Add More Test Fuel
12-24 Hour Soak
As-Received Test-Sequence
Additional Prep
Cold Test Valid?
no
yes
As-Received Maladjustment & Disablement Inspection

(Continued On Following Page)


(Continued From Preceding Page)
I/M Task Vehicle?
yes
Pass Idle Test?
no
yes
no
Extended Testing Vehicle?
no
yes
Extended Testing Maintenance
Garage I/M Procedure
Perform EPA Driveability Evaluation
Add More Test Fuel
Perform Colorado & EPA Driveability Evaluation
12-24 Hour Soak
After Maintenance Test Sequence
Additional Prep
Cold Test Valid?
no
yes
yes
Need More Maintenance?
After Maintenance Maladjustment & Disablement Inspection
no
Deprep Vehicle
Return to Owner

Vehicle performance was formally assessed during driveability evaluations to provide information on vehicle operating characteristics under certain operating conditions. These evaluations were also used to purge as-received fuel from the test vehicle's fuel system and to warn test personnel of any vehicle operating problem that might emerge during subsequent vehicle tests on the dynamometer. According to contract requirements, 1977 and 1978 vehicles and all trucks received the Colorado and the EPA driveability evaluations. Remaining passenger cars received only the EPA evaluation.

After driveability tests, the vehicles were refueled and placed in soak where the engine remained unstarted for a period between 12 and 24 hours. The soak period is part of the Federal Test Procedure. If the vehicle was scheduled for evaporative emission tests, the diurnal or heat build phase of testing was conducted between 11 and 22 hours after the soak period was begun.

The as-received testing sequence immediately followed the soak period and consisted of: the diurnal evaporative emissions test (if applicable), the 1975 Federal Test Procedure, a two-hour hot soak evaporative emissions test (if applicable), a 23 minute period of cyclic vehicle operation on the dynamometer (for evaporative emission tested vehicles only), the Highway Fuel Economy Test and the Short Tests. The Short Tests included the Induced Malperformance Idle Test.

Following the as-received testing sequence, a procedural review was conducted to assure test validity. This began with an examination of likely "trouble spots" during the initial cold test portion of the Federal Test Procedure (inertia weight, horsepower setting, temperature, driver trace tolerances, etc.). Other test results were also reviewed for mechanical or operational arrors. If any problems were discovered, the vehicle was resoaked and tested again.

A maladjustment and disablement inspection was performed following the initial test validation procedure. This one to two hour inspection provided a detailed profile of the test vehicle's as-received condition. Hoses, lines and wires found to be disconnected were not reconnected at this time, although their condition was recorded for later reference. The procedure involves a physical inspection of the vehicle's engine status including ignition, EGR, PCV and evaporative control systems. Information and observations were recorded in the seven-page Vehicle Engine Status, Maladjustment and Disablement Inspection Form (see Appendix J). This inspection concluded work for the as-received stage of the Inspection/Maintenance Evaluation Task. The 30 vehicles procured for the high mileage catalyst efficiency evaluation were deprepped and returned to their owners at this point. No other testing was performed on these vehicles.

Other I/M vehicles were also deprepped and returned to their owners at this time based on results from an idle test conducted during the as-received test sequence. A cutoff point formulated by the EPA Project Officer from limited idle test results was expected to produce a 50% failure rate for the I/M vehicles. Of the 129 vehicles tested, 55 failed according to these test standards. Many of the vehicles that passed this test were returned to their owners. Many of the remaining vehicles including some that passed and many of those that failed were delivered to one of the ten preselected repair facilities for the garage inspection/maintenance evaluation.

Selected mechanics at each facility performed a simple emissions measurement and a maintenance procedure on the vehicles. This involved idle HC and CO measurements at "neutral" idle, adjustments of vehicle dwell and timing, and in those cases where idle emissions continued to be above the standard, more extensive corrective maintenance. In addition to usual charges, the repair facilities were paid a minimum of $10.30 for each vehicle tested ($5.30 for the basic emission inspection and $5.00 for completing the paperwork).

After the facilities completed testing and any subsequent repair work, the vehicles were returned to the laboratory for the after-maintenance portion of the program. Before additional testing, both Colorado and EPA driveability evaluations were performed. These evaluations were included to provide information on vehicle driveability characteristics after the maintenance was performed. Information from these tests was also used to prepare testing personnel for any performance changes resulting from garage maintenance. The vehicle was then refueled and placed in soak for 12 to 24 hours.

Vehicles subjected to garage maintenance received the after-maintenance test sequence following the soak period. The after-maintenance tests were the same as those performed during the as-received sequence except no evaporative emission tests were conducted. A procedural review followed completion of these tests. This was identical to the review performed after the as-received sequence.

The after-maintenance maladjustment and disablement inspection was conducted after testing if no problems were discovered during the test review. If an error was discovered, the vehicle was placed in soak again and retested.

The after-maintenance and as-received emission inspections were performed in the same manner to allow a detailed comparison of the test vehicle's condition before and after adjustments at the repair facilities. If the inspection and test results indicated the vehicle did not qualify for additional evaluation, it was deprepped and returned to its owner.

At this point, certain vehicles with emission levels in excess of federal standards (based on Federal Test Procedure results during the After-Maintenance Sequence) received an additional evaluation involving a maintenance action and a series of dynamometer tests. This additional work, termed the Extended Testing Sequence, was performed under test requirements for the FY77 Emission Factors Program. To qualify for this sequence, 1975-1977 I/M passenger cars must have accumulated an average in excess of 7,500 miles per year resulting in minimum odometer readings of 7,500 miles for 1977 model-year vehicles, 15,000 miles for 1976 model-year vehicles and 22,500 miles for 1975 model-year vehicles. 1978 model-year passenger cars were not required to meet any mileage requirements to be eligible for the sequence.

Corrective maintenance under the Extended Testing Sequence was performed by laboratory technicians. This maintenance was followed by the prescribed soak period and a series of tests identical to the After-Maintenance Sequence.

The Extended Testing Sequence was also performed on certain I/M vehicles that were not delivered to the repair facilities for the garage I/M procedure. These vehicles must have accumulated an average in excess of 7,500 miles per year (excluding 1978 model-year passenger cars) and failed the Federal Test Procedure conducted during the As-Received Sequence.

Although emission results from tests conducted during the Extended Sequence were not required for the I/M program, they have been included in this report to provide additional data.

After all testing was completed, the vehicle was returned to its owner with a full tank of fuel. Tires were replaced in their original position and thermocouples were removed from those vehicles that had been so equipped for the evaporative emission measurements.

2.6 REPAIR FACILITY DESCRIPTION AND EQUIPMENT

2.6.2 HC/CO Tailpipe Emission Analyzers

An independent survey of the ten selected repair facilities was performed by a representative of Colorado State University immediately after testing was concluded. This two-day effort involved a subjective evaluation and rating of each facility's emission instruments. Table 3 shows ratings that the evaluator gave the emission analyzers used at each repair facility. Each instrument was rated from one to five with a rating of five being excellent. A rating of four was considered good, three-acceptable, two-marginal, and one-poor. It should be noted that these ratings do not reflect quality of construction or accuracy, but rather the general condition in which the instruments were found at program conclusion. All ten analyzers had the same full scale ranges: 0-2000 and 0-500 ppm HC, and 0-10% and 0-2.5% CO.

TABLE 3

Analyzer Make/Model	Facility	Rating
Sun Model 1120	Dealership (1)	5
Sun Model 910	Dealership (2)	5
Sun Model EPA 75	Dealership (3)	3
Sun Model EPA 75	Independent Garage (4)	1
Atlas Model AET 330	Independent Garage (5)	5
Sun Model EPA 75	Independent Garage (6)	3
Atlas Model AET 330	Service Station (7)	4
Kal-Equip Model 4094D	Service Station (8)	4
Sun Model 910	Service Station (9)	5
Atlas Model AET 345	Service Station (10)	3

2.6.2. Engine Diagnostic and Tune-up Equipment

Engine diagnostic and tune-up instruments were also rated according to general condition during the two-day survey. This equipment was evaluated according to the same five point system. If the facility did not have a specific instrument, no points were given. The chart on the following page shows the rating for each facility. Highest possible score was 65.

Facilities using manufacturer's recommended specifications, or other approved references (Chilton's, Mitchell, etc.) for tune-ups and emission related adjustments, received five points in each of the last two categories. Those facilities that had no reference sources received a rating of zero in these categories. Ratings for availability and quality of tools recommended by various manufacturers and for those used by facility technicians were supplied by the management of each repair business.

TABLE 4

	Facility Number									
	1	2	3	4	5	6	7	8	9	10
Item	Ratings									
Oscilloscope	4	5	4	4	5	4	1	3	5	5
Tach-Dwell Meter	4	5	4	4	5	4	2	3	4	5
Timing Light	4	5	4	4	5	4	5	4	4	5
PCV Tester	-	3	3	-	-	-	1	-	3	-
Hand Vac. Pump	3	4	5	3	-	4	2	3	3	-
Hot/Cold Gun	2	3	3	2	-	3	1	2	-	-
Vac. Gauge	4	5	4	4	5	4	3	3	4	5
HE Tester	5	-	5	-	-	-	-	-	-	-
Other Mfg. Rec. Tools	4	4	4	3	3	4	2	2	3	2
Tech. Tools	5	5	5	5	5	5	4	4	4	3
Inspection Area	5	5	5	5	5	1	4	3	4	5
Emissions Reference	5	5	-	5	5	5	5	5	5	5
Tune-up Specs.	5	5	5	5	5	5	5	5	5	5
TOTAL:	50	54	51	44	43	43	35	37	44	40

2.7 LABORATORY TEST FACILITY AND EQUIPMENT

2.7.1 Facility Description

All testing for the Inspection/Maintenance Evaluation Task was conducted at Automotive Testing Laboratories' permanent facility located at 19900 East Colfax Avenue, Aurora, Colorado 80011. The laboratory is situated approximately six miles east of Denver at an elevation of 5,490 feet above sea-level. The facility contains about 3000 square feet of office space and 15,000 square feet of laboratory and shop area. Ambient air temperature within the facility is maintained through the use of L-P gas heaters and evaporative coolers. All testing was conducted in one dynamometer test cell.

2.7.2 Constant Volume Sampler

The constant volume sampler used for the I/M task was constructed by Automotive Environmental Systems, Inc. (AESI) of Westminister, California. It is a positive displacement pump (PDP) type system with a nominal air flow of 325 cubic feet per minute. The CVS mass pump is driven by a line synchronous, 240 volt, five horsepower motor. Blower revolutions are counted by means of a magnetic pickup and are displayed on an electrical digital counter. Gas to water heat exchangers control dilute exhaust temperature. The CVS is equipped with three sets of exhaust and background sample bags constructed of tedlar. Dilution air is provided through a filtration system comprised of absolute particle and charcoal filters.

Airtight stainless steel tubing is used to connect the CVS and the vehicle tailpipe. Accuflex brand silicone rubber couplings are used to adapt the tubing to the tailpipe.

The plumbing and electrical flow systems have been modified from AESI's conventional design to incorporate semi-automated sample bag purging. Automated sampling leak-check features were also incorporated into the unit.

2.7.3 Emission Analysis Consoles

Consoles for measuring both mass (CVS dilute) and raw (tailpipe) exhaust emissions were used during the program. The consoles were combined into one set incorporated into the CVS system.

2.7.3.1 Mass Emission Analysis Console - The mass emission analysis console conforms to the requirements specified in Federal Register 86.177-16. The analytical instruments contained in the consoles are described below along with specific operating ranges.

Beckman Model 400 FID HC Analyzer with operating ranges:

- 0-50 ppm C (carbon)
- 0-100 ppm C
- 0-300 ppm C

Beckman Model 400 FID HC Analyzer with operating ranges:

- 0-1,000 ppm C
- 0-3,000 ppm C
- 0-10,000 ppm C

Thermo-Electron Model 10A CL NO-NO_x Analyzer with operating ranges:

- 0-100 ppm
- 0-250 ppm
- 0-1,000 ppm
- 0-2,500 ppm

Bendix Model 8501-5C CO Analyzer with operating ranges:

- 0-100 ppm CO
- 0-500 ppm CO
- 0-0.3% CO

Bendix Model 8501-5C CO Analyzer with operating ranges:

- 0-2% CO
- 0-5% CO
- 0-10% CO

Beckman Model 864 CO2 Analyzer with operating ranges:

- 0-2.5% CO_2
- 0-4% CO_2
- 0-8% CO_2

During operation of the emission analysis consoles most sample readings were obtained in the upper two-thirds of the instrument range. Separate gases were used to span the instruments at approximately 80% of full scale for each of the operating ranges.

2.7.3.2 Tailpipe Emission Analysis Console - The raw tailpipe emission console was equipped with the following instruments:

Thermo-Electron Model 10B CL NO-NO_x Analyzer with operating ranges:

0-100 ppm
0-250 ppm
0-1,000 ppm
0-2,500 ppm
0-10,000 ppm

Chrysler Model IIIC NDIR HC and CO Analyzer with operating ranges:

0-200 ppm C_6 (N-hexane)
0-500 ppm C_6
0-2,000 ppm C_6
0-2.5% HC & CO
0-5% HC & CO
0-10% HC & CO

A separate HC/CO span gas was used on each instrument.

2.7.4 Chassis Dynamometer

All laboratory emission tests were performed on a Clayton Model ECE-50 chassis dynamometer. The dynamometer is equipped to simulate vehicle inertia and road load horsepower. The ECE-50 includes two 78 inch continuous drive-wheel rolls. Each is 8 5/8 inches in diameter. Roll axial spacing is 17.25 inches.

Loading of the front roll is accomplished with a 0-50 horsepower water brake. The power absorption (water brake) unit is monitored with a torque meter sufficiently accurate to determine the power required for each vehicle. The vehicle inertia simulation section consists of a Clayton 1,750 to 5,500 lb direct drive flywheel. The flywheel assembly is adjustable in 250 lb increments from 1,750 to 3,000 lbs and in 500 lb increments from 3,000 to 5,500 lbs.

The dynamometer was used in conjunction with a speed meter which indicates miles per hour (mph). A distance measuring device consisting of a light source, a source interrupter and a light sensitive counter was also installed. Accuracy of distance measurements was calculated to be within 0.005 miles over the course of the FTP. This distance measurement was taken for information purposes only and did not enter into test result calculations.

2.7.5 Data Acquisition System

A data acquisition system was used in addition to the analytical console and other test equipment. The system consists of a Data General NOVA-2 computer, a model ASR 33 teletype and Texas Instruments' two-channel Servo/Riter II strip chart recorders. CVS diluted (mass) HC and NO_x analyzer output entries were made on one recorder. Mass CO and CO_2 analyzer outputs were registered on another. A three-channel Soltec Model DB recorder was used to monitor undiluted tailpipe CO, HC and NO_x emission levels.

System software provides for computer integration of analyzer outputs on both a sample bag and raw tailpipe basis. These integrated readings are printed out by the ASR 33 teletype. Permanent recordings are made by the strip chart recorders. A Rustrak Model 2133 recorder used in conjunction with a thermistor was used to monitor soak area temperatures. The unit is a single channel, pressurized stylus, three inch strip chart recorder with a range from 50 to 100 degrees F.

Wet and dry bulb measurements were made with a Hy-Cal Engineering Model BA-500 humidity monitor and a Soltec DB-4 strip chart recorder. The humidity monitor is equipped with two thermistors for both wet and dry bulb temperature measurements. The Soltec DB-4 recorder is a four pen crossover, ink stylus, 10 inch strip chart recorder. One channel of the Soltec recorder was used to register CVS dilution air/exhaust mixing point temperatures. This channel has a full scale range of 0 to 200 degrees F. Ambient barometric pressure was recorded on a Sargent Welch Model S-4667-10 recording barometer.

2.7.6 Laboratory Standard Calibration Gases

A full complement of laboratory gases was used to establish standardized analytical instrumentation response curves. Each gas is traceable to standards of the EPA laboratories in Ann Arbor, Michigan. These gases and their concentrations are provided in Table 5.

TABLE 5

Main Console Instruments

HC (ppm C)		Propane in Zero Grade Air	
8.64	60.93	277.71	2759.12
14.76	82.98	467.39	4940.76
24.16	94.64	680.76	8568.30
28.54	148.49	771.29	
39.51	190.35	935.70	
48.14	243.99	1401.29	

NO_x (ppm)		Diluent-Zero Grade Nitrogen	
18.78	75.26	192.40	1181.50
35.00	93.64	225.57	2355.61
50.73	113.78	512.21	
62.32	154.24	906.25	

CO_2 (Mole %)		Diluent-Zero Grade Nitrogen	
.414	1.560	2.812	7.225
.831	1.801	3.590	9.713
1.010	1.956	5.572	13.800

CO (Mole %)		Diluent-Zero Grade Nitrogen
.502	1.987	4.533
.803	2.744	7.274
1.437	3.852	8.986

CO (ppm)		Diluent-Zero Grade Nitrogen	
12.00	65.96	350.27	2127.41
23.21	93.67	490.74	2748.65
37.14	159.74	943.95	
48.04	251.32	1326.52	

Tailpipe Instruments

HC (ppm C)		Propane in Zero Grade Air	
32.11	114.82	236.38	1445.19
46.84	130.09	465.37	
78.83	157.82	833.34	

CO (Mole %)		Diluent-Zero Grade Nitrogen	
.0944	.2749	1.437	4.533
.1326	.5020	1.989	7.274
.2127	.8300	2.744	8.986

2.7.7 Vehicle Diagnostic and Tune-up Equipment

A Sun Model TUT 915-R was used during the maladjustment and disablement inspection and the extended maintenance procedure for engine diagnostic and tune-up work. It contains an ignition oscilloscope, a tach-dwell meter and a volt-ohm-ammeter. Sun's Model EPA 75 HC/CO exhaust analyzer was used to check and set idle mixtures. Various other vacuum and pressure gauges and mechanic's tools were also used.

2.7.8 Other Laboratory Test Equipment

To assure performance within required parameters, a speed/time (driver's aid) recorder was used in conjunction with dynamometer exhaust emission tests. This unit consists of an Esterline Angus Model L1102S strip chart recorder connected to the on-line data acquisition NOVA 2 computer. The Esterline Angus is a dual channel, dual pen crossover, heat-stylus recorder with a ten inch chart. The chart was calibrated up to 100 mph speeds. The required driving schedule is transmitted to the recorder's lead stylus by the computer. The lagging pen is connected to the dynamometer's speed signal generator to record the vehicle/driver performance trace. This provides a permanent record of the vehicle's actual speeds during tests. The lead pen operates approximately 40 seconds ahead of the lagging pen to supply adequate advance information to the driver.

Certain tests require the use of a cooling fan positioned six to twelve inches in front of the test vehicle's engine. A Hartzell Model 23-24-ND4 fan was used. It is a fixed speed, 5,245 cubic feet per minute propeller-type fan.

The lead content of as-received fuel was analyzed with a kit manufactured by Science Essentials Corp, a division of Beckman Industries Inc. The apparatus uses the Mobil fuel lead analysis Method 1125-74.

2.8 REPAIR FACILITY HC/CO EMISSION ANALYZER CALIBRATION

Repair facility emission equipment was calibrated periodically by ATL personnel. This was done using known HC/CO gas blends. A dual point calibration was performed at zero using room air and at an upscale point using the calibration gas. Adequate records were maintained for each calibration. Unless the instrument was out of an acceptable range, (± 10% of the upscale set-point value), no adjustments were made during the periodic calibration checks.

2.9 LABORATORY OPERATION AND EQUIPMENT CALIBRATION AND QUALIFICATION PROGRAM

2.9.1 Constant Volume Sampler

The constant volume sampler was thoroughly inspected and flow calibrated before any tests under the I/M Task were performed. A Meriam Model 50 MC2-6F laminar flow element was used as the flow standard in the initial calibration. This flow element has a rating of 1,000 cubic feet per minute at eight inches H_2O. Calibration of the element was done by the National Bureau of Standard's facility in Nunn, Colorado.

During the initial calibration, CVS air flow was measured through the laminar flow element installed on the inlet side of the mass pump (CVS blower), Rate of flow was controlled by throttling. Blower flow rates were measured at five incremental changes in blower differential pressure on each side of the normal operating point. Flow rates at a total of ten points were measured. Other equipment used during the calibration procedure included a mercury barometer to measure absolute ambient pressure, a close-tolerance mercury thermometer to measure blower inlet air temperature, a U-tube water manometer to measure the pressure drop across the blower and blower inlet pressure and a precision inclined water manometer to measure pressure drop across the laminar flow element.

A propane recovery test was performed daily to insure the integrity of the flow calibration and sample system. Up to 20 grams of instrument-grade propane were injected into the sampler. Sufficient propane was injected to yield a concentration falling in the upper one-third of the 0-300 ppm FID range. Recovery tolerance was maintained within ± 2 percent of the injected amount. Metering was performed by the weight loss technique using a propane filled bomb. A triple beam balance accurate to 20 milligrams was utilized for this purpose.

2.9.2 Emission Analysis Consoles

2.9.2.1 Mass Emission Analysis Console - The analytical instruments were subjected to a complete calibration before any tests were performed. Analyzer calibration curves for the emission analysis console CO, CO_2, HC and NO_x instruments were established using the EPA named gases listed in section 2.7.6. The CO and CO_2 instruments were calibrated at seven points (zero and six upscale points) somewhat evenly spaced across each operating range. The HC and NO_x instruments were calibrated at three somewhat evenly spaced points (zero and two upscale points) across each operating range. Calibration of these instruments was maintained within one percent of full scale for each range, or five percent of the measured value, whichever was smaller. The computer program used to generate these curves was supplied by the EPA.

The analytical system was checked for leaks prior to each test. This was performed during the required bag purging and evacuating procedures. Nitrogen was used to purge the bags. The evacuate, N_2 purge, evacuate and leak check sequence is controlled by a rotary switch. The switch is activated by various pressure and time signals which indicate satisfactory completion of each operation. A leak in the system is signaled by a pressure drop across a small orifice used to indicate flow. The orifice is monitored by a differential pressure transducer which triggers both audible and visible alarms in the presence of a flow-producing leak. The sensitivity of these devices was checked daily.

Zero and span points were set immediately prior to each analysis. They were also verified after each analysis to indicate any instrument drift or operational errors. Verification tolerances were maintained within ± one percent of full scale for the range in use.

Converter efficiency of the NO_x analyzer was also checked daily and maintained between 90 percent and 100 percent.

The noise level of mass console analyzer outputs was maintained within ± 0.5 percent of full scale for each range during both calibration and analysis.

2.9.2.2 Tailpipe Emission Analysis Console - The NO_x instrument used for tailpipe emission analysis was calibrated in the same manner as the NO_x instrument used for mass emission measurements. Instruments used for tailpipe measurements of HC and CO were operated in accordance with manufacturer's recommendations. These instruments were zeroed with nitrogen. Span-point calibrations were performed with the appropriate gases prior to each test.

2.9.3 Chassis Dynamometer

A complete calibration of the chassis dynamometer was performed prior to all testing in the Inspection/Maintenance Evaluation Task and after any maintenance work which may have affected its operation. These calibrations were verified every two weeks to assure test accuracy.

During the initial calibration, power and speed meters were calibrated using the strobe light and dead weight calibration kit supplied by the dynamometer manufacturer. Indicated versus actual horsepower calibration was subsequently performed using the coast-down technique. Coast-down calibration was conducted at each incremental flywheel inertia weight using the following two indicated horsepower (IHP) settings:

$$HP_1 = HP_0 - 2.5 \pm 0.5$$

$$HP_2 = HP_0 + 2.5 \pm 0.5$$

Where HP_0 is the IHP determined from a previous coast-down. This procedure brackets the IHP associated with a given inertia weight from a prior coast-down and reduces the requirement for multiple point calibration.

Dynamometer calibration was confirmed every two-weeks until testing was completed. These confirmations were obtained using the strobe-light and coast-down techniques.

2.9.4 Data Acquisition System

Digital outputs from the data acquisition system were checked for proper alignment with the mass emission analysis console instruments on a daily basis. Alignment of the system's digital outputs with the analog outputs of the analyzers (displayed on strip chart recorders) was accomplished by standardization to a digital voltmeter. Separate digital voltmeters are installed in the console to monitor each analyzer.

2.9.5 Vehicle Diagnostic and Tune-up Equipment

The Sun Model EPA 75 HC/CO exhaust analyzer was gas calibrated before each use and cross checked with the analyzer used for dynamometer tests. Other tune-up and diagnostic equipment was initially checked for proper calibration and maintained in accordance with the respective manufacturer's recommendations.

2.10 REPAIR FACILITY VEHICLE EMISSION INSPECTION/MAINTENANCE PROCEDURES

After the ten repair facilities were selected and approved, a rotational system of delivery was instituted to assure that each facility received a somewhat equal number of test vehicles over the same period of time.

The repair facilities were generally allowed their normal turn-around time. However, each was required to complete testing and the subsequent repair work within a maximum of two days. If work had not been completed within this period, the vehicle was to be picked up by ATL personnel and returned to the laboratory. Although some problems were encountered with vehicles scheduled for maintenance near the end of the work week, none were returned before the garage procedure had been completed.

The names of the selected repair facilities and any associated personnel were not disclosed to the public. These facilities were further isolated by ATL from the vehicle owners. All complaints pertaining to the vehicle were resolved by ATL personnel.

In addition to the usual charges, the repair facilities were paid a minimum of $10.30 for each vehicle tested ($5.30 for the basic emission inspection and $5.00 for completing the paper work). An invoice was submitted with each vehicle and a summary invoice was submitted each month.

Upon arrival at the facility, those personnel that received training in emissions testing were to perform a series of tests and maintenance actions according to procedures developed by the EPA. These procedures were structured to expose potential problems that may be encountered in a state-implemented emissions testing program and to provide information on costs.

A detailed set of instructions and a raw data form, used to document work and associated charges, were provided with each test vehicle when it was delivered to the repair facility. Copies of the data form with accompanying instructions are provided in Appendix H.

Any corrective maintenance performed during the garage procedure was to be limited to "emission related repairs" as defined in the Colorado State University training program. However, some non-emission related repairs were permitted on certain vehicles to prevent imminent engine problems. Any long term preventive maintenance actions were not to be performed.

Test vehicles were delivered to repair facilities during normal business hours. Initial acceptance was to involve measurement of vehicle dwell, timing and idle rpm according to procedures recommended by the vehicle manufacturer. No repair work or adjustments were required at this point. Any charges associated with this work were to be recorded on the form.

After initial measurements, the first idle emissions test was to be performed. Mechanics were instructed to conduct the test with the vehicle and analyzer instrument at normal operating temperature, the vehicle hood closed and the transmission in neutral. The next step was to briefly operate the engine at 1500 to 2000 rpm to clear the exhaust system of unburned fuel (hydrocarbons) that may have adhered to the walls. Following such brief operation, closed throttle idle speed was to be regained. This procedure was to be repeated until HC and CO readings had stabilized or until it became apparent they would remain erratic. Emission readings (or their averages) were to be recorded on the inspection form along with idle rpm and any associated labor charges.

Following the initial emission test, results were evaluated to determine the pass/fail status of the test vehicle. An ATL representative remained at the facility while the idle test was conducted to resolve any problems. If the vehicle was passed by the facility, final dwell, timing and idle rpm were recorded and the vehicle was returned to the laboratory.

Those vehicles that failed the initial test were to receive corrective engine adjustments. Vehicle dwell, timing and idle rpm were to be reset to manufacturer's recommendations and recorded in spaces provided on the inspection form. Ignition and vacuum lines were also to be checked and those found unattached were to be reconnected at this point. The idle HC/CO inspection was to be repeated immediately subsequent to the above steps. If the vehicle passed, it was returned to the laboratory. Those vehicles that failed received more extensive adjustments and maintenance.

If the vehicle failed both the HC and CO or only the CO element, the choke setting and idle mixture were to be adjusted. All work and associated charges were to be recorded on the inspection form. After this maintenance, another idle test with a subsequent evaluation of test results was required.

If only HC levels were found to be high after the engine adjustment procedure, or when the idle mixture and choke plate adjustments proved inadequate in bringing emission levels into compliance, an additional set of procedures were to be performed. This included ignition scope, vacuum gauge and vacuum hose checks. If nothing was found wrong with these systems, final dwell, timing and idle rpm were to be recorded and the vehicle returned to the laboratory. When problems were discovered with these systems, repairs were to be made and the vehicle returned to the laboratory after a final emissions test. Each vehicle was returned with the inspection form, comment sheets and an invoice for the work.

2.11 LABORATORY TEST PROCEDURES

Contract requirements for the Inspection/Maintenance Evaluation Task include the following test and procedures:

1) Vehicle Preparation
2) Vehicle Preconditioning
3) Federal Test Procedure
4) Highway Fuel Economy
5) Idle Test
6) Induced Malperformance Idle Test
7) Emission Control System, Maladjustment and Disablement Inspection

8) Garage I/M Procedure

9) Extended Vehicle Emission Control System Maintenance Procedure followed by the Extended Testing Sequence (optional)

10) Vehicle Test Depreparation Procedure

Since testing for the I/M program paralleled many of the procedures for the basic FY77 Emissions Factors Program and because 1977 and 1978 vehicles were used for both, certain additional tests were performed on various I/M vehicles. The testing sequence was therefore expanded in the following manner:

1) Vehicle Preparation

2) Vehicle Preconditioning

3) Diurnal phase of the Evaporative Emissions Test (for all 1978 and selected 1977 model year vehicles)

4) Federal Test Procedure

5) Hot soak phase of the Evaporative Emissions Test (for those vehicles that received the diurnal phase of testing)

6) 23 Minute, LA-4 Dynamometer Driving Schedule (for evaporative emission tested vehicles only)

7) Highway Fuel Economy Test

8) Federal Short Cycle Test (for all FY77 Program vehicles)

9) Two-Speed Idle Test (includes Idle and Induced Malperformance Idle Tests required for the I/M Program)

10) Federal Three Mode Test (for all FY77 EF Program vehicles)

11) Emission Control, Maladjustment and Disablement Inspection

12) Garage I/M Procedure

13) Extended Vehicle Emission Control System Maintenance Procedure followed by the Extended Testing Sequence (optional)

14) Vehicle Test Depreparation Procedure

Data accumulated from these tests were used for both programs. For the purposes of this report, only the tests associated with the I/M task are presented in this section.

2.11.1 Vehicle Test Preparation Procedures

To assure uniform testing conditions, a specific set of preparation procedures was followed for every vehicle. Transmission and oil fluid levels were checked and filled if found to be low. The radiator and exhaust systems were also examined for leaks prior to final acceptance of the vehicle for testing. If leaks were easily repairable, the vehicle was accepted and corrective maintenance was performed.

2.11.1.1 Tire Rotation - Since tire tread design and inflation pressure are known to be factors in dynamometer emission tests, snow tires and those found to be severely worn were rotated to prevent their use on the drivewheels. If the front and rear tires could not be exchanged, suitable substitutes were acquired. Tire pressure on the drive wheels was also adjusted to 35 psi for all test vehicles.

2.11.1.2 Vehicle Fueling and Draining - In order to test all vehicles with a fuel of known composition, as-received fuel was drained from the vehicle fuel tank and replaced with the appropriate test fuel (Indolene Clear for those vehicles requiring unleaded fuel and Indolene 30 for all others). An electrically powered pump was used for draining. Fuel tanks were filled to 40% capacity with test fuel. The tank was topped off to 40% capacity after subsequent operations and tests requiring engine operation.

2.11.1.3 Fuel Lead Test - During draining operations, a sample (approximately one pint) of the as-received fuel from test vehicles was collected and analyzed for lead content. A kit manufactured by Science Essentials Corp. utilizing the Mobil Method 1125-74 was used for this analysis. Test results were recorded and included in the vehicle's test packet.

2.11.2 Vehicle Preconditioning Procedure

After preparation procedures were completed, the vehicle was "pre-conditioned" for later testing. Preconditioning is performed to purge any remaining as-received gasoline in the fuel tank and to provide test personnel with adequate knowledge of vehicle operating characteristics. Vehicle operators were able to prepare for potential problems (faulty clutch, brakes, etc.) identified during these pre-test operations.

Each vehicle was initially given the EPA Driveability Evaluation. This ten minute test consists of a five point rating (fail, poor, fair, good, excellent) for engine performance conducted during three phases: constant speed, acceleration from idle and restart after shut-down.

During the constant speed phase, general acceleration, cruise and idle quality are evaluated according to the rating system. During the acceleration from idle phase, the quality of acceleration during quarter, half, two-thirds and three-quarter throttle is rated. The restart phase includes the duration of crank time and an assessment of idle quality after restart.

2.11.3 Warm Vehicle Driveability Evaluation

This pre-test evaluation was performed on all I/M vehicles and is considered part of the preconditioning procedure. The Colorado Warm Driveability Evaluation is a modification of the California Warm Driveability Evaluation. The test includes an evaluation of acceleration and cruise quality at various throttle openings and speeds. Vacuum, pressure and engine speed are also measured at neutral, drive, 20 mph, 30 mph, 40 mph and 50 mph. A 0-55 mph, 55-30 mph timed acceleration/deceleration test is performed prior to completion of the initial portion of the evaluation. The restart portion of the test which concludes the evaluation, was performed after a ten minute period of engine shut-down. A copy of the data sheet used for this evaluation is included in Appendix I.

2.11.4 Federal Test Procedure (Mass Exhaust Emission Test)

The 1975 Federal Test Procedure (FTP) was performed on all I/M test vehicles according to the requirements outlined in 40 Federal Register 126. Those segments of the procedure dealing with evaporative loss measurements were conducted only on those vehicles scheduled to receive these measurements.

The Federal Test Procedure was preceded by a 12 to 24 hour soak in order to meet contract requirements for cold engine start-up. Because it was the first dynamometer test conducted during the I/M sequence, certain instrument preparations were made before the test was begun. If the dynamometer had not been operated during the last two-hours, it was warmed up for 15 minutes with a non-test vehicle operated at 30 mph. Non-test vehicles are those not scheduled for emissions tests within the next 24 hours. Before the test vehicle was pushed on the dynamometer and secured, the inertia weight and load adjustments for the vehicle were set.

The FTP consists of three separate segments. During the first, or cold transient portion, the vehicle engine was started and exhaust sampling was initiated. This segment continued for 505 seconds over a distance of 3.59 miles. Average speed for this segment is 25.6 mph. At the 505 second point, the exhaust sample was switched from the first sample bag of the CVS to the second. This marked the beginning of the cold stabilized portion of the test. The cold stabilized stage covers 3.86 miles at an average of 16.0 mph. Its duration is 869 seconds. At the end of this phase, the engine was stopped, sampling was terminated and the vehicle was soaked on the dynamometer for 10 minutes. After soaking, the vehicle was restarted and sampling was switched to the third CVS sample bag for the hot transient stage of the FTP. This segment continued for 505 seconds at an average speed of 25.6 mph. Completion of the hot transient stage concluded the Federal Test Procedure.

CVS sample and background bags were analyzed within 10 minutes after completion of each phase of the test. Temperature of the air supplied to the front of the vehicle was maintained between 68 and 86 degrees F.

2.11.5 Highway Fuel Economy Test

The Highway Fuel Economy Test consists of vehicle operation on the dynamometer over a 10.2 mile, 765 second driving schedule. This test was begun with the vehicle in a warmed-up condition. Vehicles subjected to the Evaporative Emission Test received a preparatory LA-4 schedule (roughly equivalent to the first 1374 seconds of the FTP) before the test was begun. All other cars and trucks were considered warmed up if they received at least 7.5 miles of cyclic operation within a 35 minute period preceeding the start of the HFET. Before the test was started, the vehicle was driven at 50 mph on the dynamometer for three minutes. Within one minute of the end of this cruise period, the vehicle was brought to an idle condition and the test begun. During the test, CVS dilute exhaust was diverted into the sample bag over the entire driving schedule. Sampling was terminated at the end of the schedule and the content of the sample bag was analyzed for HC, CO, CO_2 and NO_x content. Fuel economy was calculated by the carbon balance method. Load settings, inertia weights and vehicle speed tolerances of the HFET are identical to those of the Federal Test Procedure.

2.11.6 Two Speed Idle Test

During the Two Speed Idle Test raw tailpipe samples from vehicles operated at high and curb idle rates were analyzed. This short test was preceded by a six minute soak. At the end of this period, the vehicle was operated in neutral for a maximum of three minutes at 2500 rpm and then at curb idle. Exhaust samples were analyzed at each speed after rpm and analyzer outputs for CO, HC and NO had stabilized for a minimum of 30 seconds. Tests were conducted with the vehicle hood open and the auxiliary fan on.

The Two Speed Idle Test was performed to fulfill contract obligations for both the Inspection/Maintenance and FY77 Emission Factor programs. The curb idle phase of testing was particularly important for I/M Task vehicles. Curb idle emission data were used to select certain vehicles that would be delivered to the repair facilities.

2.11.7 Induced Malperformance Idle Test

The Induced Malperformance Idle Test was conducted in conjunction with the Two-Speed Idle Test explained in the previous section. During this test, emissions were sampled and evaluated with the transmission in neutral at idle and 2500 rpm while one vehicle spark plug was disconnected. This induced a systematic misfire in the engine with a subsequent increase in uncombusted hydrocarbons. Following the idle test, the spark plug was reconnected and curb idle emissions were again sampled and analyzed.

This idle test is intended to establish a benchmark level for extreme hydrocarbon (HC) emissions. Unnecessarily high HC emissions are generally caused by faulty conditions in the ignition or cylinder exhaust valves. These conditions, which usually result in a misfiring cylinder (or cylinders), can be caused by a faulty spark plug, an open or shorted cylinder ignition wire, misaligned ignition points or burned valves. Disconnection of the spark plug simulates these conditions.

The Induced Malperformance Idle Test was performed at the specific request of the State of Colorado. A state I/M program using a pass fail standard based on this type of test could be used to identify the prolific polluters. Data from both the Induced Malperformance and normal Idle Tests provides data from which a spectrum of idle HC standards can be derived.

2.11.8 Emission Control System, Maladjustment and Disablement Inspection

This two hour inspection was performed by laboratory personnel following both the as-received and after-maintenance test sequences. The procedure begins with a general inspection intended to detect any obvious disablement of the vehicle's emission control system including modifications to the fuel tank filler neck. Various part numbers and available engine specifications are also noted and recorded as part of this process.

Idle and fast idle rpm, dwell and timing were then measured and recorded with the manufacturer's recommended settings on the seven-page Vehicle Engine Status, Maladjustment and Disablement Inspection Form (see Appendix J). Carbon monoxide and hydrocarbon levels were also measured at engine idle speed and recorded. Other engine parameters (choke, vacuum and mechanical advance) were inspected and measured in accordance with the manufacturer's recommended procedures.

These procedures were followed by a detailed evaluation of the induction, fuel, ignition, EGR, PCV, exhaust and evaporative control systems. Evaluations for each system included checks of from one to 10 different subsystems. Each subsystem, (eg, the time delay solenoid, vacuum amplifier, high speed modulator, etc, in the EGR system) was inspected to determine its operational status.

2.11.9 Extended Vehicle Emission Control System Maintenance Procedure

This is a corrective maintenance action performed on selected I/M vehicles that failed to meet federal emission standards after the garage procedure. 1975 through 1977 model-year vehicles must also have shown odometer readings in excess of 7,500 miles per year to qualify for this sequence. 1978 model-year vehicles had no minimum mileage requirements. This maintenance action was also performed on certain I/M vehicles meeting the above mileage requirements that were not delivered to the repair facilities and failed to meet federal emissions standards during the As-Received testing sequence. The action is designed to lower emissions and may have included a part replacement, parameter adjustment or a complete tune-up. The maintenance action was followed by a 12 to 24 hour soak period and a series of tests identical to the After-Maintenance Sequence.

2.11.10 Vehicle Test De-preparation Procedure

Before a vehicle was returned to its owner, specific depreparation procedures were performed. Tire pressures were adjusted to their original levels. Tires were also rotated to their original positions and thermocouples were removed from the tanks of those vehicles that were SHED tested. The fuel tank was then refilled to full capacity. Visual checks were made to assure that the general status of the vehicle was the same as when it was brought to the laboratory.

2.12 DATA PROCESSING PROCEDURES

2.12.1 Data Quality Audit Procedure

Vehicle test information was recorded and monitored through the use of various instruments and data forms. To assure accuracy, most test parameters were recorded twice for later comparison. Emission analyzer outputs, wet and dry bulb measurements of air directed to the front of test vehicles and dilute exhaust stream temperatures were registered by strip chart recorders and the on-site minicomputer. Analyzer output was recorded a third time on raw data sheets for each test performed. CVS pump revolutions were monitored through the minicomputer and were also included on test data sheets from a digital display on the CVS console. Ambient barometric conditions were recorded on a seven-day circular chart. Records of ambient temperatures in the soak areas were also recorded on strip chart recorders.

A packet of data forms and strip chart recordings was maintained for each vehicle tested. Included in this packet were: all raw data sheets used to identify the vehicle, the vehicle exchange agreements, the completed vehicle owner questionnaire, raw data sheets connected with all tests on the vehicle, analyzer strip chart recordings, computer system sheets and punch tapes, and all appropriate temperature strip chart recordings. These materials were reviewed for completeness and accuracy as soon as possible after testing was completed. When practical, this procedure was performed before the vehicle was released to its owner to minimize the possibility of having to recall and retest the vehicle.

Information from the raw data sheets was subsequently combined with data from the on-site NOVA 2 minicomputer into a single punch tape which was input to an off-site, time-share computer. The input data were immediately output in the form of printed copy, proof read against the original data and corrected within the computer file as necessary.

When the obvious recording errors had been resolved and corrected and the data files were complete, a computerized edit program was applied to the data. This program edits each data point for keypunch, logical and tolerance errors. Any discrepancies found to exist at this stage were resolved either through further clarifying information from test personnel, reference to test records or through a complete retest of the vehicle. If the data were found to be acceptable, they were reduced and printed out for a final review before the test was considered valid.

2.12.2 Data Reduction Procedures

2.12.2.1 Federal Test Procedure Emission Data - The mass emission or CVS tests were reduced in accordance with the procedures in 40 Federal Register 86 which deal with cold and hot start tests. Results are expressed in terms of grams per mile for CO, CO_2, HC and NO_x.

2.12.2.2 Federal Test Procedure Fuel Economy Data - Fuel economy data were obtained through application of a carbon balance equation which takes into account the carbon content of exhaust gas collected in the CVS sample bags. The fuel economy equation is based on a fuel hydrogen/carbon ratio of 1.85. The equation is as follows:

$$\text{Fuel Economy} = \frac{2423}{(0.866)\ HC + (0.429)\ CO + (0.237)\ CO_2}$$

where: Fuel Economy - miles/gallon

2423 = grams of carbon in a gallon of gasoline

$$0.866 = \frac{\text{weight of carbon in one molecule of gasoline}}{\text{weight of one gasoline molecule}}$$

$$0.429 = \frac{\text{weight of carbon in one molecule of CO}}{\text{weight of one CO molecule}}$$

$$0.237 = \frac{\text{weight of carbon in one molecule of } CO_2}{\text{weight of one molecule of } CO_2}$$

HC - grams/mile

CO - grams/mile

CO_2 - grams/mile

2.12.2.3 Highway Fuel Economy Test Data - HC, CO and CO_2 exhaust emission results were calculated using the HFET distance constant and 40 *Federal Register* 86 equations. Fuel economy was calculated using these mass emission results and the carbon balance equation.

2.12.2.4 Idle Emission Test Data - Emission results from this test were comprised of tailpipe concentrations which are reported as measured.

2.12.2.5 Warm Vehicle Driveability Evaluation Data - Total demerits accumulated during the Colorado Warm Driveability Evaluations were used to provide a comparison between vehicle performance before and after the garage maintenance procedure. These demerits were weighted as applicable to the operating mode being evaluated. A sum of weighted demerits was developed to represent overall adverse driving characteristics. The demerit system used for the I/M program was as follows:

	Demerits				Weighting Factor
Malfunction Rated	Trace	Moderate	Heavy	Yes	
Idle Roughness	1	2	3	-	1
Hesitation	1	3	6	-	4
Stretchiness	1	3	6	-	4
Stumble	1	3	6	-	4
Surge	1	2	3	-	3
Stall at start	-	-	-	6	2
Stall, Driving	-	-	-	6	6
Backfire	-	-	-	3	2
Detonation	1	3	6	-	2
Dieseling	-	-	-	6	1

Starting Time - Time per each start (Sec. - 2.0)
(if value negative - 0 demerits)

3. PRESENTATION OF TEST RESULTS

Test results are presented in this section in tabular form. A total of twenty-three (23) tables are provided. These tables are presented separately or in sets of two or more.

The first two tables (tables 6 and 7) are presented separately. They quantitatively describe the repair facility survey screening and selection process and the project-related calibration history of facility-provided HC/CO analyzers.

Sets of tables are thereafter provided for divisions (by model-year) of the total vehicle sample as follows:

1975 model-year vehicles

1977 model-year vehicles

1975 and 1976 model-year vehicles including the thirty high mileage catalyst equipped vehicles

1975 through 1978 model-year trucks

The order in which the tables comprising each set are arranged is indicative of the order in which test sequences were conducted. Exceptions to this order may seemingly occur, however, whenever a major vehicle division is further subdivided. Two examples of such subdivisions are those vehicles that were sent to and maintained by the repair facilities, and those that were not.

For those subdivisions of vehicles maintained by the repair facilities, two tables are provided. The first contains data on these vehicles in the condition in which they were received. Data obtained on these same vehicles after they were inspected and maintained by the repair facilities are contained in the second.

Two tables are also provided for those vehicles subjected to extended maintenance and the extended tests. The first table contains data on these vehicles in their pre-sequence state of which there were two possible, the as-received state and the after-maintenance (repair facility) state. Data from vehicles in each of the two states may be combined in the one table. Data obtained on these vehicles after they were subjected to the extended maintenance are contained in the second. An interpretation of these data should take the two pre-sequence vehicle states into account.

Further information is provided in connection with the presentation of data for each vehicle division.

Basic statistical analyses (mean and standard deviations) are provided with each vehicle subdivision.

Detailed vehicle identification, vehicle parameter, test parameter, emission mass and concentration test and vehicle maintenance data are presented in the appendices.

3.1 REPAIR FACILITY SURVEY DATA

Ten repair facilities were utilized to represent the Denver area automobile engine repair and tune-up industry. Selection of these facilities was a process that consisted of the following three steps:

> A telephone survey of the facilities in the test area. The test area consisted of the east-central Denver and west-to-east central Aurora area. Telephone book Yellow Pages were used to identify the facilities in the area.
>
> An on-site inspection of those facilities that were seemingly qualified on the basis of the above survey to conduct the emission inspections and to make the repairs. Qualifications included having a valid safety inspection license, an acceptable emission inspection analyzer, adequate indoor space for conducting the inspection and a willingness to participate under the established terms.
>
> Selection on the basis of the inspection of a group of ten or more facilities having the minimum composition of four service stations, three independent garages and three new car dealerships.

Data associated with each step in the inspection process are presented in Table 6.

One-hundred and twenty-two (122) test area automotive engine repair and tune-up facilities were listed in the Yellow Pages. One or more attempts to contact each of the facilities by telephone was made. One-hundred and three (103) or 84 percent of the total were found to be actively engaged in business at the time the calls were made. Of these, thirty-four (34) or 33 percent reported they had suitable HC/CO analyzers. A suitable HC/CO analyzer was defined to mean a major brand of HC/CO analyzer manufactured within the past three years or so. The number of facilities having suitable analyzers was subsequently reduced from the reported thirty-four to twenty-nine after it was determined that five of the facilities had either analyzers that were too old or combustion as opposed to HC/CO analyzers. A combustion analyzer is not designed to measure HC. The remaining twenty-nine facilities were regarded as "seemingly acceptable."

The selection process continued with an on-site inspection of the twenty-nine facilities. These inspections were conducted by laboratory instrumentation personnel.

Each of the twenty-nine facilities was inspected. During the inspection, a leak check of the sampling system was conducted and an attempt to establish a zero-point and a span-point calibration of each analyzer was made. The span point calibration attempt was performed using appropriate compressed span gases. The names of those facilities that were qualified on the basis of this inspection were subsequently submitted to Colorado State University for orientation and specific inspector/mechanic training.

The original intent relative to repair facility screening was for the laboratory to provide Colorado State University with a list of about twenty-five qualified candidate facilities. University mechanic-training personnel were to further screen the listed candidates to derive a list of ten, taking facility repair personnel qualifications into consideration. Based on results of the on-site inspection, however, only ten of the twenty-nine facilities visited were regarded as acceptable. Analyzer sampling system leaks and calibration difficulties were the final major factors leading to disqualification.

TABLE 6

REPAIR FACILITY SURVEY DATA

ACTION	TYPE OF FACILITY		
	Service Stations	Independent Garages	New Car Dealerships
Number Surveyed	51	36	16
Having Analyzers	17	7	10
Not Having Analyzers*	34	29	6
Seemingly Acceptable	15	7	7
Number Visited	15	7	7
Accepted	4	3	3
Rejected	11	4	4
Number Utilized	4	3	3

* Includes those facilities not responding to questions.

3.2 REPAIR FACILITY HC/CO ANALYZER CALIBRATION DATA

Each HC/CO analyzer provided and utilized by the ten repair facilities was subjected to a final inspection and calibration by laboratory instrumentation personnel shortly before any emission inspections under the I/M Evaluation Task were performed. These pre-test actions were taken in addition to those associated with candidate facility screening. A leak check of the analyzer sampling system and a zero and span point analyzer range calibration were performed at this time.

The span-point calibration was performed using cylinders containing known concentrations of carbon monoxide and hydrocarbons in the form of propane. Analyzer hydrocarbon read-outs are standardized on n-hexane. As a consequence, it was necessary to apply n-hexane equivalence ratios to make the conversion from propane to hexane. These ratios, which are subject to variation from instrument to instrument, are stamped on the identification tag that accompanies each instrument.

Each two to three weeks thereafter, the analyzers were rechecked to confirm their status relative to meter calibrations and sample system integrity. The analyzer used at the S-8 facility was an exception. This analyzer was battery-powered, and in connection with the inspection trip schedule, was regularly either: in field use away from the premises, not in a warmed-up operational state, or without a power source.

Initial and subsequent calibration data for the ten analyzers are presented in Table 7. Actual span gas propane concentrations are presented in Figure 4.

Low Instrument Range Concentrations	
Propane Concentrations (ppm)	CO Concentrations (mole %)
731.84	1.62
859.70	2.22
948.82	2.05
932.92	.405
High Instrument Range Concentrations	
3527.48	9.03
3950.80	9.20

Figure 4, Concentrations of Calibration and Calibration Check Cylinders

TABLE 7

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
D-1	SUN 1120	BEFORE CALIB.	CO (%)	1.620	1.680	1.700
			HC (ppm)	388.6	345.0	350.0
			CO (%)	9.030	OFF-SCALE	9.700
			HC (ppm)	1873.0	OFF-SCALE	1595.0
		AFTER CALIB.	CO (%)	1.620	1.610	1.610
			HC (ppm)	388.6	393.0	403.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1873.0	OFF-SCALE	1870.0
		11/14/77	CO (%)	2.220	2.200	2.200
			HC (ppm)	456.5	455.0	450.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2097.8	OFF-SCALE	2097.0
		12/01/77	CO (%)	2.220	2.300	2.200
			HC (ppm)	468.5	452.0	459.0
			CO (%)	9.200	OFF-SCALE	9.300
			HC (ppm)	2153.2	OFF-SCALE	2100.0
		02/07/78	CO (%)	0.405	0.430	0.400
			HC (ppm)	495.4	499.0	500.0
			CO (%)	9.200	OFF-SCALE	9.800
			HC (ppm)	2153.2	OFF-SCALE	2100.0
		02/21/78	CO (%)	0.405	0.405	0.400
			HC (ppm)	495.4	450.5	480.0
			CO (%)	9.200	OFF-SCALE	9.500
			HC (ppm)	2153.2	OFF-SCALE	2150.5
		03/28/78	CO (%)	0.405	0.400	0.400
			HC (ppm)	495.4	470.0	480.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2153.1	OFF-SCALE	2000.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
D-2	SUN 910I	BEFORE CALIB.	CO (%)	1.620	1.750	1.750
			HC (ppm)	398.8	468.0	465.0
			CO (%)	9.030	OFF-SCALE	9.800
			HC (ppm)	1922.5	OFF-SCALE	2000.0
		AFTER CALIB.	CO (%)	1.620	1.610	1.620
			HC (ppm)	398.8	397.0	397.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1922.5	OFF-SCALE	1905.0
		11/14/77	CO (%)	2.220	2.100	2.100
			HC (ppm)	468.5	470.0	470.0
			CO (%)	9.200	OFF-SCALE	9.100
			HC (ppm)	2153.2	OFF-SCALE	2200.0
		12/01/77	CO (%)	2.220	2.200	2.200
			HC (ppm)	468.5	470.0	460.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2153.2	OFF-SCALE	2160.0
		02/07/78	CO (%)	0.405	0.400	0.400
			HC (ppm)	508.4	512.0	505.0
			CO (%)	9.200	OFF-SCALE	9.100
			HC (ppm)	2153.2	OFF-SCALE	2175.0
		02/21/78	CO (%)	0.405	0.405	0.500
			HC (ppm)	508.4	500.0	508.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2153.2	OFF-SCALE	2150.0
		03/28/78	CO (%)	0.405	0.403	0.500
			HC (ppm)	508.4	508.0	508.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2153.2	OFF-SCALE	2150.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
D-3	SUN EPA 75	BEFORE CALIB.	CO (%) HC (ppm)	1.620 386.4	1.360 368.0	1.420 390.0
			CO (%) HC (ppm)	9.030 1862.5	OFF-SCALE OFF-SCALE	8.000 1900.0
		AFTER CALIB.	CO (%) HC (ppm)	1.620 386.4	1.600 386.0	1.580 380.0
			CO (%) HC (ppm)	9.030 1862.5	OFF-SCALE OFF-SCALE	9.000 1860.0
		11/14/77	CO (%) HC (ppm)	2.220 453.9	2.220 450.0	2.180 425.0
			CO (%) HC (ppm)	9.200 2086.0	OFF-SCALE OFF-SCALE	9.200 2100.0
		12/01/77	CO (%) HC (ppm)	2.220 453.9	2.220 432.0	2.180 440.0
			CO (%) HC (ppm)	9.200 2086.0	OFF-SCALE OFF-SCALE	9.100 2100.0
		02/07/78	CO (%) HC (ppm)	0.405 492.5	0.400 499.0	0.400 480.0
			CO (%) HC (ppm)	9.200 2086.0	OFF-SCALE OFF-SCALE	9.000 2140.0
		02/21/78	CO (%) HC (ppm)	0.405 492.6	0.405 510.0	0.500
			CO (%) HC (ppm)	9.200 2086.0	OFF-SCALE OFF-SCALE	9.050 2110.0
		03/28/78	CO (%) HC (ppm)	0.405 485.1	0.410 550.0	0.380 520.0
			CO (%) HC (ppm)	9.200 2054.0	OFF-SCALE OFF-SCALE	9.500 2100.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
I-4	SUN EPA 75	BEFORE CALIB.	CO (%)	1.620	1.300	1.300
			HC (ppm)	386.4	320.0	310.0
			CO (%)	9.030	OFF-SCALE	7.100
			HC (ppm)	1862.5	OFF-SCALE	1410.0
		AFTER CALIB.	CO (%)	1.620	1.600	1.620
			HC (ppm)	386.4	382.0	385.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1862.5	OFF-SCALE	1830.0
		11/14/77	CO (%)	2.220	2.200	2.200
			HC (ppm)	453.9	454.0	460.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2086.0	OFF-SCALE	2085.0
		02/03/78	CO (%)	2.050	1.800	1.600
			HC (ppm)	500.1	510.0	500.0
			CO (%)	9.200	OFF-SCALE	9.700
			HC (ppm)	2086.0	OFF-SCALE	2020.0
		02/21/78	CO (%)	0.405	0.400	0.390
			HC (ppm)	492.6	483.0	480.0
			CO (%)	9.200	OFF-SCALE	8.700
			HC (ppm)	2086.0	OFF-SCALE	1990.0
		03/28/78	CO (%)	0.405	0.400	0.390
			HC (ppm)	474.4	468.0	450.0
			CO (%)	9.200	OFF-SCALE	8.380
			HC (ppm)	1975.4	OFF-SCALE	1910.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
I-5	ATLAS AET 330	BEFORE CALIB.	CO (%)	1.620	1.520	1.500
			HC (ppm)	395.9	328.0	335.0
			CO (%)	9.030	OFF-SCALE	8.400
			HC (ppm)	1908.4	OFF-SCALE	1500.0
		AFTER CALIB.	CO (%)	1.620	1.600	1.610
			HC (ppm)	395.9	390.0	400.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1908.4	OFF-SCALE	1908.4
		11/14/77	CO (%)	2.220	2.200	2.200
			HC (ppm)	469.0	465.0	460.0
			CO (%)	9.200	OFF-SCALE	9.100
			HC (ppm)	2137.4	OFF-SCALE	2120.0
		02/03/78	CO (%)	2.050	1.800	2.000
			HC (ppm)	513.3	513.0	510.0
			CO (%)	9.200	OFF-SCALE	9.400
			HC (ppm)	2137.4	OFF-SCALE	2130.0
		02/21/78	CO (%)	0.405	0.410	0.510
			HC (ppm)	504.7	490.0	500.0
			CO (%)	9.200	OFF-SCALE	9.800
			HC (ppm)	2137.3	OFF-SCALE	2100.0
		03/28/78	CO (%)	0.405	0.420	0.385
			HC (ppm)	485.1	520.0	520.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2054.0	OFF-SCALE	2100.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
I-6	SUN EPA 75	BEFORE CALIB.	CO (%)	1.620	1.620	1.700
			HC (ppm)	380.5	345.0	360.0
			CO (%)	9.030	OFF-SCALE	10.000
			HC (ppm)	1834.3	OFF-SCALE	1600.0
		AFTER CALIB.	CO (%)	1.620	1.620	1.600
			HC (ppm)	380.5	385.0	410.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1834.3	OFF-SCALE	1850.0
		11/14/77	CO (%)	2.220	2.200	2.100
			HC (ppm)	447.0	445.0	432.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2054.0	OFF-SCALE	2050.0
		12/01/77	CO (%)	2.220	2.220	2.100
			HC (ppm)	447.0	430.0	430.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2054.0	OFF-SCALE	2000.0
		02/08/78	CO (%)	0.405	0.430	0.380
			HC (ppm)	485.1	490.0	500.0
			CO (%)	9.200	OFF-SCALE	8.200
			HC (ppm)	2054.0	OFF-SCALE	1840.0
		03/25/78	CO (%)	0.405	0.400	0.340
			HC (ppm)	485.1	479.0	480.0
			CO (%)	9.200	OFF-SCALE	8.800
			HC (ppm)	2054.0	OFF-SCALE	1920.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
S-7	ATLAS AET 330	BEFORE CALIB.	CO (%)	1.620	1.330	1.350
			HC (ppm)	384.9	290.0	290.0
			CO (%)	9.030	OFF-SCALE	7.400
			HC (ppm)	1855.4	OFF-SCALE	1310.0
		AFTER CALIB.	CO (%)	1.620	1.630	1.610
			HC (ppm)	384.9	385.0	395.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1855.4	OFF-SCALE	1840.0
		11/14/77	CO (%)	2.220	2.220	2.200
			HC (ppm)	452.2	455.0	460.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2078.1	OFF-SCALE	2070.0
		01/04/78	CO (%)	2.050	2.000	2.000
			HC (ppm)	499.1	490.0	495.0
			CO (%)	9.200	OFF-SCALE	9.000
			HC (ppm)	2078.1	OFF-SCALE	2050.0
		02/08/78	CO (%)	0.405	0.400	0.450
			HC (ppm)	490.8	470.0	470.0
			CO (%)	9.200	OFF-SCALE	8.600
			HC (ppm)	2078.1	OFF-SCALE	1970.0
		02/21/78	CO (%)	0.405	0.420	0.570
			HC (ppm)	490.0	490.0	510.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2078.1	OFF-SCALE	2070.0
		03/28/78	CO (%)	0.405	0.400	0.390
			HC (ppm)	490.7	470.0	460.0
			CO (%)	9.200	OFF-SCALE	8.800
			HC (ppm)	2078.1	OFF-SCALE	1950.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
S-8	KAL-EQUIP 4094D	BEFORE CALIB.	CO (%)	1.620	1.410	1.420
			HC (ppm)	395.2	242.0	285.0
			CO (%)	9.030	OFF-SCALE	6.200
			HC (ppm)	1904.8	OFF-SCALE	1450.0
		AFTER CALIB.	CO (%)	1.620	1.620	1.700
			HC (ppm)	395.2	405.0	345.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1904.8	OFF-SCALE	1900.0
		11/14/77	CO (%)	2.220	2.220	2.180
			HC (ppm)	464.2	464.0	405.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2133.4	OFF-SCALE	2150.0
		03/28/78	CO (%)	0.400	0.610	0.740
			HC (ppm)	503.8	520.0	460.0
			CO (%)	9.200	OFF-SCALE	10.500
			HC (ppm)	2133.4	OFF-SCALE	2100.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
S-9	SUN 910I	BEFORE CALIB.	CO (%)	1.620	1.300	1.330
			HC (ppm)	388.6	328.0	310.0
			CO (%)	9.030	OFF-SCALE	7.400
			HC (ppm)	1873.0	OFF-SCALE	1445.0
		AFTER CALIB.	CO (%)	1.620	1.600	1.620
			HC (ppm)	388.6	390.0	390.0
			CO (%)	9.030	OFF-SCALE	9.150
			HC (ppm)	1873.0	OFF-SCALE	1845.0
		11/14/77	CO (%)	2.220	2.220	2.250
			HC (ppm)	456.0	452.0	450.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	2097.8	OFF-SCALE	2090.0
		02/07/78	CO (%)	0.405	0.420	0.400
			HC (ppm)	495.4	480.0	420.0
			CO (%)	9.200	OFF-SCALE	9.400
			HC (ppm)	2097.8	OFF-SCALE	2050.0
		02/23/78	CO (%)	0.405	0.420	0.400
			HC (ppm)	495.4	489.0	495.0
			CO (%)	9.200	OFF-SCALE	9.420
			HC (ppm)	2097.8	OFF-SCALE	2080.0
		03/28/78	CO (%)	0.405	0.420	0.395
			HC (ppm)	485.1	470.0	480.0
			CO (%)	9.200	OFF-SCALE	9.500
			HC (ppm)	2054.0	OFF-SCALE	2000.0

TABLE 7 (CONT)

REPAIR FACILITY HC/CO ANALYZER CHECK RESULTS

DENVER

FACILITY	ANALYZER	DATE	GAS	KNOWN SPAN GAS	LOW RANGE READING	HIGH RANGE READING
S-10	ATLAS AET 345	BEFORE CALIB.	CO (%)	1.620	1.400	1.500
			HC (ppm)	365.9	300.0	330.0
			CO (%)	9.030	OFF-SCALE	7.800
			HC (ppm)	1763.7	OFF-SCALE	1480.0
		AFTER CALIB.	CO (%)	1.620	1.600	1.700
			HC (ppm)	365.9	360.0	380.0
			CO (%)	9.030	OFF-SCALE	9.000
			HC (ppm)	1763.7	OFF-SCALE	1780.0
		11/14/77	CO (%)	2.220	2.200	2.350
			HC (ppm)	429.8	425.0	440.0
			CO (%)	9.200	OFF-SCALE	9.200
			HC (ppm)	1975.4	OFF-SCALE	1970.0
		02/03/78	CO (%)	2.050	2.000	2.000
			HC (ppm)	474.4	490.0	510.0
			CO (%)	9.200	OFF-SCALE	9.400
			HC (ppm)	1975.4	OFF-SCALE	2000.0
		02/21/78	CO (%)	0.405	0.420	0.600
			HC (ppm)	466.5	440.0	520.0
			CO (%)	9.200	OFF-SCALE	9.600
			HC (ppm)	1975.4	OFF-SCALE	2000.0
		03/28/78	CO (%)	0.405	0.400	0.500
			HC (ppm)	485.1	470.0	500.0
			CO (%)	9.200	OFF-SCALE	9.500
			HC (ppm)	2054.0	OFF-SCALE	2000.0

3.3 FEDERAL TEST PROCEDURE AND HIGHWAY FUEL ECONOMY TEST RESULTS FOR 1978 PASSENGER CARS

A basic analysis of Federal Test Procedure emission and fuel economy results is presented for the 1978 model-year passenger cars in tables 8 through 17. Fuel economy results derived from the Highway Fuel Economy Test (HFET) are also presented in these tables for the same 1978 model-year passenger cars. Test results for each vehicle are presented in Appendix F.

Emission levels presented in Table 8 were measured while the vehicles were in the as-received condition, before any corrective maintenance or adjustments were performed. These test results are subdivided into two tables. Table 9 presents emission data for those vehicles that were not delivered to the repair facilities for the garage I/M procedure. Table 10 presents results on the remaining seventeen 1978 passenger cars that received garage inspections and subsequent repairs. Results of laboratory tests performed after the garage procedure on the same 17 vehicles are listed in Table 11.

Of the 17 vehicles delivered to the repair facilities, nine failed the initial idle inspection and received maintenance. Test results on these vehicles are presented in tables 12 and 13. Eight of the nine vehicles failing the idle inspection at the repair facilities had failed the screening idle test performed at the laboratory.

Tables 14 and 15 list test results for the eight vehicles which were delivered to the repair facilities but passed the idle test and were returned to the laboratory without any maintenance action. Each of the eight vehicles had passed the idle test at the laboratory but were included in the inspection and maintenance program, with the approval of the EPA Project Officer, to provide additional test information.

Personnel at the repair facility were instructed to return those vehicles that passed their idle test without performing any adjustments or maintenance. In a few cases, however, vehicles that reportedly received no adjustments or maintenance at the repair facility were found, upon their return to the laboratory, to have been altered, perhaps inadvertantly. The 1978 Cadillac listed in tables 8, 10, 11, 14 and 15 is one rather apparent example. This vehicle passed the as-received idle test performed at the facility and reportedly received no maintenance. Upon examination of laboratory diagnostic results, however, it was noted that basic timing had either changed or been changed on this vehicle between the as-received and the after-garage maladjustment/disablement inspection. This may have occurred during garage diagnostics, the actual performance of which were affirmed by the repair facility invoice.

Tables 16 and 17 present test results on three vehicles that received the Extended Testing Sequence. Maintenance on these vehicles, performed as part of the test sequence, was conducted at the laboratory. Each of these vehicles received the garage I/M procedure at the repair facilities and one vehicle underwent a maintenance action in connection with this procedure. Table 16 summarizes emission results from tests conducted on the vehicles before maintenance actions were taken by laboratory mechanics. Table 17 lists emission results from tests performed after the laboratory maintenance.

Test results for the groups presented in tables 8 through 17 are summarized in Figure 5.

	NO.					FUEL ECONOMY	
	VEH	ODOM	HC	CO	NO_{xc}	FTP	HFET
Baseline All Vehicles	24	3924	2.19	36.9	1.14	15.1	21.3
Not Sent to Inspection Station	7	2973	1.21	23.9	1.05	14.5	20.0
Sent to Inspection Station							
Before Maintenance	17	4315	2.59	42.3	1.17	15.3	21.9
After Maintenance	17	4315	2.00	24.9	1.26	15.6	21.9
Received Maintenance at Inspection Station							
Before Maintenance	9	4431	3.70	56.2	1.31	15.6	22.3
After Maintenance	9	4431	2.52	25.1	1.13	15.9	22.4
No Maintenance at Inspection Station							
Before Inspection	8	4185	1.34	26.6	1.02	15.1	21.5
After Inspection	8	4185	1.42	24.5	1.41	15.3	21.3
Extended Testing							
Before Maintenance	3	5080	1.70	29.3	0.82	16.5	24.5
After Maintenance	3	5080	1.22	20.0	0.83	16.4	24.2

Figure 5, Summary Emission and Fuel Economy Data on 1978 Model-Year Passenger Cars

TABLE 8

ALL 1978 MODEL YEAR PASSENGER CARS AS RECEIVED

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	2	5551	1.54	1.37	31.1	22.6	590.9	26.4	1.19	0.11	13.8	1.4	19.1	2.1
CADILLAC	1	1927	0.49	0.00	7.7	0.0	727.7	0.0	1.10	0.00	12.0	0.0	17.4	0.0
CHEVROLET	5	2087	2.45	1.65	48.4	28.6	512.1	89.0	0.92	0.43	14.9	1.5	20.3	2.4
CHRYSLER	0													
DODGE	1	746	0.37	0.00	4.8	0.0	582.0	0.0	1.90	0.00	15.0	0.0	19.1	0.0
FORD	4	4669	1.62	1.15	36.2	30.6	568.1	76.9	1.50	1.37	14.1	1.9	21.3	3.1
LINCOLN	0													
MERCURY	2	5950	0.81	0.04	13.4	0.2	593.6	145.2	1.58	0.28	14.4	3.4	20.6	4.4
OLDSMOBILE	3	4356	2.09	1.16	39.9	27.0	559.1	70.0	0.71	0.39	14.1	0.6	20.4	0.8
PLYMOUTH	1	7	0.40	0.00	4.5	0.0	611.5	0.0	0.92	0.00	14.3	0.0	17.8	0.0
PONTIAC	2	2941	4.11	0.86	86.5	31.7	446.2	36.1	1.21	0.18	14.9	0.4	21.9	0.4
IMPORTS														
DATSUN	1	3561	8.91	0.00	22.8	0.0	266.9	0.0	1.05	0.00	26.8	0.0	36.8	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	2.13	0.00	48.3	0.0	296.4	0.0	0.32	0.00	23.4	0.0	31.6	0.0
VOLKSWAGON	1	10194	2.33	0.00	29.3	0.0	287.5	0.0	1.35	0.00	26.0	0.0	37.1	0.0
TOTAL	24	3924	2.19	1.96	36.9	28.9	522.7	123.6	1.14	0.65	15.1	2.8	21.3	4.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

AUTOMOTIVE TESTING LABORATORIES, INC.
19900 E. COLFAX, AURORA, COLO. 80011

TABLE 9

1978 MODEL YEAR PASSENGER CARS NOT SENT TO INSPECTION STATIONS

DENVER

											— FUEL ECONOMY —			
	NO.	AVERAGE	HC		CO		CO_2		NOxc		FTP		HFET	
MANUFACTURER	VEH	ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	2	5551	1.54	1.37	31.1	22.6	590.9	26.4	1.19	0.11	13.8	1.4	19.1	2.1
CADILLAC	0													
CHEVROLET	2	303	1.76	1.68	37.7	35.6	529.7	148.2	1.04	0.78	14.9	2.2	20.2	2.9
CHRYSLER	0													
DODGE	0													
FORD	1	1260	0.74	0.00	13.3	0.0	490.6	0.0	0.88	0.00	17.3	0.0	25.0	0.0
LINCOLN	0													
MERCURY	0													
OLDSMOBILE	1	7838	0.74	0.00	12.1	0.0	636.7	0.0	1.10	0.00	13.5	0.0	19.5	0.0
PLYMOUTH	1	7	0.40	0.00	4.5	0.0	611.5	0.0	0.92	0.00	14.3	0.0	17.8	0.0
PONTIAC	0													
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	0													
TOTAL	7	2973	1.21	1.05	23.9	22.0	568.6	80.9	1.05	0.34	14.5	1.6	20.0	2.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 10

1978 MODEL YEAR PASSENGER CARS SENT TO INSPECTION STATIONS BEFORE MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO_2 MEAN	CO_2 S.D.	NOxc MEAN	NOxc S.D.	— FUEL ECONOMY — FTP MEAN	FTP SD	HFET MEAN	HFET SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	1	1927	0.49	0.00	7.7	0.0	727.7	0.0	1.10	0.00	12.0	0.0	17.4	0.0
CHEVROLET	3	3276	2.91	1.79	55.5	28.6	500.4	66.0	0.84	0.20	14.9	1.4	20.3	2.7
CHRYSLER	0													
DODGE	1	746	0.37	0.00	4.8	0.0	582.0	0.0	1.90	0.00	15.0	0.0	19.1	0.0
FORD	3	5806	1.92	1.21	43.9	32.4	594.0	69.7	1.70	1.60	13.3	0.9	20.3	2.5
LINCOLN	0													
MERCURY	2	5950	0.81	0.04	13.4	0.2	593.6	145.2	1.58	0.28	14.4	3.4	20.6	4.4
OLDSMOBILE	2	2616	2.76	0.07	53.7	17.3	520.3	27.7	0.52	0.29	14.5	0.0	20.8	0.0
PLYMOUTH	0													
PONTIAC	2	2941	4.11	0.86	86.5	31.7	446.2	36.1	1.21	0.18	14.9	0.4	21.9	0.4
IMPORTS														
DATSUN	1	3561	8.91	0.00	22.8	0.0	266.9	0.0	1.05	0.00	26.8	0.0	36.8	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	2.13	0.00	48.3	0.0	296.4	0.0	0.32	0.00	23.4	0.0	31.6	0.0
VOLKSWAGON	1	10194	2.33	0.00	29.3	0.0	287.5	0.0	1.35	0.00	26.0	0.0	37.1	0.0
TOTAL	17	4315	2.59	2.13	42.3	30.2	503.8	135.0	1.17	0.75	15.[illegible]	3.3	21.9	4.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 11

1978 MODEL YEAR PASSENGER CARS SENT TO INSPECTION STATIONS AFTER MAINTENANCE

DENVER

			HC		CO		CO_2		NOxc		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
MANUFACTURER	NO. VEH	AVERAGE ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	1	1927	0.72	0.00	8.8	0.0	712.5	0.0	3.97	0.00	12.2	0.0	16.5	0.0
CHEVROLET	3	3276	2.04	1.02	40.5	10.4	535.1	3.7	0.99	0.42	14.7	0.5	20.2	1.6
CHRYSLER	0													
DODGE	1	746	0.56	0.00	4.1	0.0	564.8	0.0	1.68	0.00	15.5	0.0	19.8	0.0
FORD	3	5806	1.32	0.71	18.4	11.7	629.9	101.6	1.24	0.73	13.4	1.7	19.7	2.8
LINCOLN	0													
MERCURY	2	5950	0.70	0.11	12.4	1.0	602.8	157.5	1.56	0.42	14.2	3.6	20.3	4.6
OLDSMOBILE	2	2616	2.22	0.91	43.1	6.4	523.1	3.8	0.53	0.14	14.8	0.4	20.9	0.8
PLYMOUTH	0													
PONTIAC	2	2941	1.54	0.12	26.0	6.0	494.4	2.6	0.94	0.10	16.4	0.4	22.6	1.0
IMPORTS														
DATSUN	1	3561	10.09	0.00	17.7	0.0	275.5	0.0	1.10	0.00	26.5	0.0	36.4	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	1.82	0.00	41.0	0.0	278.0	0.0	0.44	0.00	25.5	0.0	34.3	0.0
VOLKSWAGON	1	10194	1.87	0.00	11.0	0.0	309.8	0.0	1.52	0.00	26.6	0.0	38.1	0.0
TOTAL	17	4315	2.00	2.21	24.9	15.0	522.1	136.7	1.26	0.85	15.6	3.5	21.9	4.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 12

1978 MODEL YEAR PASSENGER CARS BEFORE MAINTENANCE AT INSPECTION STATIONS

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	0													
CHEVROLET	2	1255	3.94	0.03	71.7	7.5	485.7	86.1	0.91	0.22	14.5	1.8	19.4	2.6
CHRYSLER	0													
DODGE	0													
FORD	2	5532	2.59	0.48	61.8	13.1	557.2	40.2	1.91	2.20	13.4	1.3	20.2	3.5
LINCOLN	0													
MERCURY	1	6671	0.78	0.00	13.5	0.0	696.3	0.0	1.38	0.00	12.3	0.0	17.9	0.0
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	2941	4.11	0.86	86.5	31.7	446.2	36.1	1.21	0.18	14.9	0.4	21.9	0.4
IMPORTS														
DATSUN	1	3561	8.91	0.00	22.8	0.0	266.9	0.0	1.05	0.00	26.8	0.0	36.8	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	1	10194	2.33	0.00	29.3	0.0	287.5	0.0	1.35	0.00	26.0	0.0	37.1	0.0
TOTAL	9	4431	3.70	2.28	56.2	30.1	469.9	138.2	1.31	0.87	15.6	3.9	22.3	5.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 13

1978 MODEL YEAR PASSENGER CARS AFTER MAINTENANCE AT INSPECTION STATIONS

DENVER

MANUFACTURER	NO. VEH.	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	0													
CHEVROLET	2	1255	2.56	0.66	46.3	3.2	536.2	4.5	1.17	0.39	14.4	0.1	20.2	2.2
CHRYSLER	0													
DODGE	0													
FORD	2	5532	0.94	0.37	19.8	16.2	613.8	138.2	1.04	0.91	13.7	2.4	19.3	3.6
LINCOLN	0													
MERCURY	1	6671	0.62	0.00	13.1	0.0	714.1	0.0	1.26	0.00	12.0	0.0	17.5	0.0
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	2941	1.54	0.12	26.0	6.0	494.4	2.6	0.94	0.10	16.4	0.4	22.6	1.0
IMPORTS														
DATSUN	1	3561	10.09	0.00	17.7	0.0	275.5	0.0	1.10	0.00	26.5	0.0	36.4	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	1	10194	1.87	0.00	11.0	0.0	309.8	0.0	1.52	0.00	26.6	0.0	38.1	0.0
TOTAL	9	4431	2.52	2.93	25.1	14.4	509.8	149.7	1.13	0.40	15.9	4.1	22.4	5.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 14

1978 MODEL YEAR PASSENGER CARS PASSED IDLE TEST AT STATIONS BEFORE INSPECTION

DENVER

											— FUEL ECONOMY —			
	NO.	AVERAGE	HC		CO		CO_2		NOxc		FTP		HFET	
MANUFACTURER	VEH	ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	1	1927	0.49	0.00	7.7	0.0	727.7	0.0	1.10	0.00	12.0	0.0	17.4	0.0
CHEVROLET	1	7318	0.84	0.00	23.1	0.0	530.0	0.0	0.70	0.00	15.6	0.0	22.5	0.0
CHRYSLER	0													
DODGE	1	746	0.37	0.00	4.8	0.0	582.0	0.0	1.90	0.00	15.0	0.0	19.1	0.0
FORD	1	6353	0.57	0.00	8.0	0.0	667.5	0.0	1.28	0.00	13.0	0.0	20.7	0.0
LINCOLN	0													
MERCURY	1	5230	0.84	0.00	13.2	0.0	490.9	0.0	1.78	0.00	17.3	0.0	24.2	0.0
OLDSMOBILE	2	2616	2.76	0.07	53.7	17.3	520.3	27.7	0.52	0.29	14.5	0.0	20.8	0.0
PLYMOUTH	0													
PONTIAC	0													
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	2.13	0.00	48.3	0.0	296.4	0.0	0.32	0.00	23.4	0.0	31.6	0.0
VOLKSWAGON	0													
TOTAL	8	4185	1.34	1.03	26.6	22.7	541.9	129.1	1.02	0.61	15.1	2.8	21.5	3.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 15

1978 MODEL YEAR PASSENGER CARS PASSED IDLE TEST AT STATIONS AFTER INSPECTION

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	1	1927	0.72	0.00	8.8	0.0	712.5	0.0	3.97	0.00	12.2	0.0	16.5	0.0
CHEVROLET	1	7318	0.99	0.00	28.8	0.0	532.8	0.0	0.62	0.00	15.3	0.0	20.3	0.0
CHRYSLER	0													
DODGE	1	746	0.56	0.00	4.1	0.0	564.8	0.0	1.68	0.00	15.5	0.0	19.8	0.0
FORD	1	6353	2.08	0.00	15.6	0.0	662.0	0.0	1.64	0.00	12.8	0.0	20.7	0.0
LINCOLN	0													
MERCURY	1	5230	0.78	0.00	11.8	0.0	491.4	0.0	1.86	0.00	17.3	0.0	24.2	0.0
OLDSMOBILE	2	2616	2.22	0.91	43.1	6.4	523.1	3.8	0.53	0.14	14.8	0.4	20.9	0.8
PLYMOUTH	0													
PONTIAC	0													
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	1.82	0.00	41.0	0.0	278.0	0.0	0.44	0.00	25.5	0.0	34.3	0.0
VOLKSWAGON	0													
TOTAL	8	4185	1.42	0.81	24.5	16.6	536.0	129.2	1.41	1.20	15.3	3.1	21.3	4.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 16

1978 MODEL YEAR PASSENGER CARS BEFORE EXTENDED MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY —			
											FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	0													
CHEVROLET	0													
CHRYSLER	0													
DODGE	0													
FORD	2	4283	1.64	0.62	23.5	11.1	589.0	103.2	1.02	0.88	14.1	2.0	21.4	1.0
LINCOLN	0													
MERCURY	0													
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	0													
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	1.82	0.00	41.0	0.0	278.0	0.0	0.44	0.00	25.5	0.0	34.3	0.0
VOLKSWAGON	0													
TOTAL	3	5080	1.70	0.45	29.3	12.8	485.4	193.9	0.82	0.71	16.5	5.4	24.5	6.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17

1978 MODEL YEAR PASSENGER CARS AFTER EXTENDED MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	0													
CADILLAC	0													
CHEVROLET	0													
CHRYSLER	0													
DODGE	0													
FORD	2	4283	1.16	0.27	19.4	13.6	609.2	123.1	0.88	0.64	13.8	2.2	21.1	2.0
LINCOLN	0													
MERCURY	0													
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	0													
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	1	6675	1.36	0.00	21.4	0.0	298.5	0.0	0.74	0.00	26.4	0.0	34.3	0.0
VOLKSWAGON	0													
TOTAL	3	5080	1.22	0.22	20.0	9.7	505.6	199.4	0.83	0.46	16.4	5.8	24.2	6.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.4 FEDERAL TEST PROCEDURE AND HIGHWAY FUEL ECONOMY TEST RESULTS FOR 1977 PASSENGER CARS

The results obtained from emission and fuel economy tests of seventy-five 1977 model-year passenger cars are presented in basic analytical form in tables 18 through 23. Test results for the individual vehicles can be found in Appendix F of this report.

Table 18 lists summary Federal Test Procedure emission and fuel economy and Highway Fuel Economy data obtained on all the 1977 vehicles. These tests were performed with the vehicles in the same condition as when they were received by the laboratory from the owners. These seventy-five vehicles are subdivided, according to test results from the laboratory idle test, into two groups. The first group is comprised of those vehicles with lower idle emissions. These vehicles were not forwarded to the repair facilities. Test results for these 57 vehicles are shown in Table 19.

The other eighteen 1977 model-year cars were delivered to the repair facilities for inspection and maintenance. Test results for these vehicles are presented in tables 20 and 21. Of the 18 vehicles delivered, two had passed the idle inspection at the laboratory and were subsequently passed during the initial idle test at the repair facility. These were returned without any maintenance action. The 16 vehicles that failed the idle test at the laboratory also failed idle tests performed at the repair facility. These vehicles received a maintenance action before being returned to the laboratory.

One vehicle over-heated during the after-maintenance HFET (asterisks on Table 21) and testing in that sequence was discontinued. The vehicle then passed into the Extended Testing Sequence for maintenance.

A total of seventeen 1977 model-year vehicles met the requirements for, and were subjected to, the Extended Testing Sequence. Test results for these vehicles are summarized in tables 22 and 23. Four of the seventeen also received maintenance at the repair facilities. This maintenance and the related evaluation tests were completed prior to the initiation of extended testing on these vehicles. Table 22 summarizes after-garage-maintenance test results for these four vehicles and as-received test results for eleven 1977 model-year vehicles that were not subjected to repair facility procedures.

Of the 18 vehicles sent to the repair facilities, four met extended testing requirements as mentioned above. Eight of the remaining fourteen passed Federal Emission Standards as they were received from the repair facilities. Of the six remaining vehicles, three did not meet Extended Testing Sequence mileage requirements and three were found to have excessive emissions due to causes requiring inspection and repair outside the scope of the contract (ie, problems internal to the carburetor or engine).

The results of testing on the 1977 model-year passenger cars are summaized in Figure 6.

	NO. VEH	ODOM	HC	CO	NO_{xc}	FUEL ECONOMY	
						FTP	HFET
Baseline All Vehicles	75	12046	1.32	23.8	1.52	14.9	20.6
Not Sent to Inspection Station	57	11225	1.03	18.4	1.58	14.5	19.9
Sent to Inspection Station							
Before Maintenance	18	14648	2.24	41.0	1.33	16.4	23.1
After Maintenance	18	14648	1.73	31.0	1.19	16.3	23.2
Extended Testing							
Before Maintenance	17	16546	1.70	39.8	1.35	13.5	19.4
After Maintenance	17	16546	1.22	20.6	1.42	14.4	20.0

Figure 6, Summary Emission and Fuel Economy Data on 1977 Model-Year Passenger Cars

TABLE 18

ALL 1977 MODEL YEAR PASSENGER CARS AS RECEIVED

DENVER

			HC		CO		CO_2		NOxc		-- FUEL ECONOMY -- FTP		HFET	
MANUFACTURER	NO. VEH	AVERAGE ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	2	7687	0.95	0.80	11.6	12.1	526.2	54.2	1.59	0.97	16.2	2.2	21.8	0.2
BUICK	5	13475	2.34	1.93	54.9	57.2	542.6	110.5	1.11	0.31	13.9	0.4	20.2	0.8
CADILLAC	3	9788	2.22	0.61	46.1	9.3	655.3	44.6	1.43	0.46	12.1	0.8	17.0	0.8
CHEVROLET	16	12515	1.57	1.16	28.5	21.8	520.7	125.3	1.55	0.61	15.6	2.8	21.7	3.6
CHRYSLER	1	8617	0.48	0.00	9.6	0.0	920.4	0.0	1.38	0.00	9.5	0.0	14.2	0.0
DODGE	3	8193	1.95	2.38	68.6	101.9	649.7	76.4	1.18	0.62	11.6	2.3	14.7	1.8
FORD	13	12617	0.97	0.22	11.8	6.7	620.0	86.8	1.79	1.07	13.8	1.9	18.3	2.5
LINCOLN	1	6490	0.52	0.00	12.6	0.0	815.8	0.0	3.76	0.00	10.6	0.0	14.9	0.0
MERCURY	3	15221	0.71	0.12	7.3	1.2	654.6	33.3	1.49	0.35	13.3	0.7	18.1	0.3
OLDSMOBILE	7	9462	1.29	0.64	21.6	11.8	579.0	44.1	1.22	0.72	14.4	1.3	21.2	1.7
PLYMOUTH	4	10348	0.76	0.24	8.5	3.0	637.7	70.5	1.60	0.42	13.6	1.5	18.3	0.8
PONTIAC	6	16146	1.50	1.14	25.6	29.5	577.5	92.2	1.55	0.49	14.3	1.2	19.9	2.4
IMPORTS														
DATSUN	3	8720	0.59	0.02	17.5	8.3	352.2	73.6	0.91	0.80	23.3	5.3	31.4	6.8
FIAT	0													
HONDA	2	16684	1.33	0.44	10.0	2.6	268.8	35.4	2.19	0.15	30.7	3.2	42.9	1.6
MAZDA	0													
TOYOTA	4	13576	0.49	0.10	4.8	1.5	400.8	31.2	1.31	0.24	21.7	1.8	31.9	0.6
VOLKSWAGON	2	11704	2.24	0.10	30.3	8.5	291.7	18.1	1.65	0.41	25.6	0.3	37.4	1.1
TOTAL	75	12046	1.32	1.04	23.8	29.9	554.9	137.5	1.52	0.72	14.9	3.4	20.6	4.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19

1977 MODEL YEAR PASSENGER CARS NOT SENT TO INSPECTION STATIONS

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	1	3851	0.38	0.00	3.0	0.0	487.8	0.0	2.28	0.00	18.0	0.0	21.6	0.0
BUICK	4	9612	1.55	0.92	30.6	21.3	588.8	45.5	1.18	0.30	13.8	0.3	20.3	0.9
CADILLAC	2	7903	1.96	0.57	45.1	12.9	679.6	21.1	1.17	0.10	11.7	0.6	16.7	0.9
CHEVROLET	10	13170	0.90	0.48	16.7	10.5	574.5	125.2	1.72	0.59	14.7	2.7	20.4	3.2
CHRYSLER	1	8617	0.48	0.00	9.6	0.0	920.4	0.0	1.38	0.00	9.5	0.0	14.2	0.0
DODGE	3	8193	1.95	2.38	68.6	101.9	649.7	76.4	1.18	0.62	11.6	2.3	14.7	1.8
FORD	11	11567	0.98	0.23	11.4	7.2	599.9	78.3	1.86	1.15	14.3	1.8	18.8	2.4
LINCOLN	1	6490	0.52	0.00	12.6	0.0	815.8	0.0	3.76	0.00	10.6	0.0	14.9	0.0
MERCURY	2	16730	0.70	0.16	6.6	0.2	658.3	46.2	1.62	0.39	13.2	0.9	18.0	0.3
OLDSMOBILE	7	9462	1.29	0.64	21.6	11.8	579.0	44.1	1.22	0.72	14.4	1.3	21.2	1.7
PLYMOUTH	4	10348	0.76	0.24	8.5	3.0	637.7	70.5	1.60	0.42	13.6	1.5	18.3	0.8
PONTIAC	4	13654	0.95	0.43	12.3	6.2	595.5	44.1	1.72	0.54	14.4	0.8	19.3	2.2
IMPORTS														
DATSUN	2	9131	0.59	0.03	18.4	11.6	368.6	96.0	1.07	1.06	22.2	6.4	30.0	8.1
FIAT	0													
HONDA	1	14806	1.02	0.00	8.2	0.0	293.9	0.0	2.08	0.00	28.6	0.0	41.8	0.0
MAZDA	0													
TOYOTA	4	13576	0.49	0.10	4.8	1.5	400.8	31.2	1.31	0.24	21.7	1.8	31.9	0.6
VOLKSWAGON	0													
TOTAL	57	11225	1.03	0.72	18.4	25.8	581.9	120.5	1.58	0.77	14.5	3.0	19.9	4.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 20

1977 MODEL YEAR PASSENGER CARS SENT TO INSPECTION STATIONS BEFORE MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		— FUEL ECONOMY — HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	1	11524	1.51	0.00	20.1	0.0	564.5	0.0	0.90	0.00	14.8	0.0	22.0	0.0
BUICK	1	28926	5.50	0.00	151.8	0.0	358.0	0.0	0.81	0.00	14.5	0.0	19.7	0.0
CADILLAC	1	13560	2.75	0.00	48.1	0.0	606.7	0.0	1.95	0.00	12.8	0.0	17.7	0.0
CHEVROLET	6	11422	2.68	1.11	48.1	22.2	431.0	58.4	1.28	0.59	17.2	1.7	24.4	2.3
CHRYSLER	0													
DODGE	0													
FORD	2	18392	0.88	0.04	14.5	0.4	730.5	14.5	1.36	0.14	11.7	0.2	15.8	1.7
LINCOLN	0													
MERCURY	1	12204	0.73	0.00	8.7	0.0	647.1	0.0	1.24	0.00	13.4	0.0	18.4	0.0
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	21130	2.59	1.54	52.2	45.9	541.4	181.0	1.22	0.14	14.1	2.3	21.3	3.0
IMPORTS														
DATSUN	1	7900	0.59	0.00	15.7	0.0	319.5	0.0	0.58	0.00	25.7	0.0	34.6	0.0
FIAT	0													
HONDA	1	18563	1.64	0.00	11.9	0.0	243.8	0.0	2.30	0.00	33.2	0.0	44.1	0.0
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	2	11704	2.24	0.10	30.3	8.5	291.7	18.1	1.65	0.41	25.6	0.3	37.4	1.1
TOTAL	18	14648	2.24	1.34	41.0	36.1	469.6	156.1	1.33	0.52	16.4	4.5	23.1	6.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 21

1977 MODEL YEAR PASSENGER CARS SENT TO INSPECTION STATIONS AFTER MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	1	11524	1.24	0.00	14.6	0.0	550.9	0.0	1.03	0.00	15.4	0.0	23.3	0.0
BUICK	1	28926	2.64	0.00	75.9	0.0	398.8	0.0	0.89	0.00	16.9	0.0	20.7	0.0
CADILLAC	1	13560	1.91	0.00	57.8	0.0	772.8	0.0	0.87	0.00	10.2	0.0	****	0.0
CHEVROLET	6	11422	2.37	0.95	47.0	17.4	474.6	89.7	0.90	0.28	16.0	2.9	22.6	3.5
CHRYSLER	0													
DODGE	0													
FORD	2	18392	0.99	0.46	7.6	4.5	692.8	33.9	2.00	0.14	12.5	0.4	16.5	1.1
LINCOLN	0													
MERCURY	1	12204	0.70	0.00	7.2	0.0	638.2	0.0	1.02	0.00	13.6	0.0	18.1	0.0
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	21130	1.75	1.01	30.6	26.4	526.8	174.7	1.19	0.12	15.3	3.4	20.5	4.0
IMPORTS														
DATSUN	1	7900	0.82	0.00	20.2	0.0	261.8	0.0	1.21	0.00	30.0	0.0	34.4	0.0
FIAT	0													
HONDA	1	18563	1.12	0.00	8.6	0.0	305.0	0.0	1.39	0.00	27.6	0.0	42.6	0.0
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	2	11704	1.45	0.19	8.0	3.3	318.4	16.5	1.65	0.26	26.5	0.8	39.3	1.8
TOTAL	18	14648	1.73	0.87	31.0	24.4	491.7	156.7	1.19	0.42	16.3	4.8	23.2	9.4

****HFET NOT OBTAINED DUE TO VEH OVER-HEATING. TOTAL COLUMN FOR HFET STATISTICS BASED ON 17 VEH.

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 22

1977 MODEL YEAR PASSENGER CARS BEFORE EXTENDED MAINTENANCE

DENVER

											— FUEL ECONOMY —			
			HC		CO		CO_2		NOxc		FTP		HFET	
MANUFACTURER	NO. VEH	AVERAGE ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	2	23343	2.71	0.09	64.1	16.7	465.7	94.6	1.11	0.31	15.4	1.8	21.2	0.7
CADILLAC	1	13560	1.91	0.00	57.8	0.0	772.8	0.0	0.87	0.00	10.2	0.0	****	0.0
CHEVROLET	7	14966	1.45	1.05	28.7	21.3	582.1	113.5	1.47	0.68	14.0	2.5	20.2	3.1
CHRYSLER	0													
DODGE	1	16457	4.69	0.00	185.9	0.0	620.3	0.0	0.49	0.00	9.6	0.0	13.0	0.0
FORD	4	17451	1.02	0.32	17.7	8.5	613.5	101.4	1.47	0.94	13.8	2.2	18.6	3.0
LINCOLN	0													
MERCURY	0													
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	15003	1.30	0.24	16.6	6.5	576.5	63.9	1.59	0.88	14.6	1.3	21.4	0.7
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	0													
TOTAL	17	16546	1.70	1.14	39.8	43.3	588.6	108.8	1.35	0.69	13.5	2.6	19.4	6.6

****HFET NOT OBTAINED DUE TO VEH OVER-HEATING. TOTAL COLUMN FOR HFET STATISTICS BASED ON 16 VEH.

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 23

1977 MODEL YEAR PASSENGER CARS AFTER EXTENDED MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	2	23343	2.03	1.21	48.8	47.1	499.7	129.2	1.31	0.40	15.2	1.3	21.3	0.4
CADILLAC	1	13560	0.70	0.00	14.6	0.0	668.2	0.0	1.57	0.00	12.8	0.0	16.0	0.0
CHEVROLET	7	14966	1.25	0.75	20.3	11.2	552.3	110.6	1.31	0.28	15.1	2.4	20.9	3.6
CHRYSLER	0													
DODGE	1	16457	0.96	0.00	12.8	0.0	740.2	0.0	1.04	0.00	11.6	0.0	16.6	0.0
FORD	4	17451	0.82	0.13	10.8	4.7	615.1	104.0	1.62	1.49	14.0	2.2	19.1	3.6
LINCOLN	0													
MERCURY	0													
OLDSMOBILE	0													
PLYMOUTH	0													
PONTIAC	2	15003	1.53	0.38	19.7	12.3	564.1	51.3	1.62	0.69	14.8	0.8	22.3	0.4
IMPORTS														
DATSUN	0													
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	0													
TOTAL	17	16546	1.22	0.69	20.6	18.1	580.1	106.7	1.42	0.72	14.4	2.1	20.0	3.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.5 FEDERAL TEST PROCEDURE AND HIGHWAY FUEL ECONOMY TEST RESULTS FOR 1975 AND 1976 PASSENGER CARS

A basic analysis of the 1975 and 1976 model-year passenger car emission test results is provided in tables 24 through 27. Individual vehicle results are listed in Appendix F of this report. None of the 1975 and 1976 model-year cars received the repair facility inspection and maintenance portion of the testing program.

These passenger cars are divided into two groups. One group of thirty was tested specifically for emission related information on high-mileage, catalyst-equipped vehicles. Vehicles in this group had odometer readings ranging from 52,000 to 147,000 miles. The second group of 114 vehicles was obtained through the normal random vehicle procurement procedures. This group contained vehicles with odometer readings ranging from 7,800 to 78,000 miles.

Emission and fuel economy test results for the 30 high mileage vehicles are presented in Table 24. These vehicles were acquired solely for the purpose of evaluating high-mileage, catalyst-equipped vehicles and did not receive the Extended Testing Sequence.

Table 25 presents emission and fuel economy results for tests performed on the 114 randomly procured vehicles. All tests were performed while these vehicles were in their as-received condition. Sixty-eight of the vehicles received the Extended Testing Sequence. Results from these tests are presented in tables 26 and 27.

Emission test results on the 144 passenger cars included in this sample of 1975 and 1976 model-year vehicles are summarized in Figure 7.

	NO.					FUEL ECONOMY	
	VEH	ODOM	HC	CO	NO_{xc}	FTP	HFET
High Mileage Vehicles	30	66302	4.33	88.5	1.69	12.2	17.1
Normally Acquired Vehicles	114	29663	3.13	55.7	1.83	14.7	20.2
Extended Testing							
Before Maintenance	68	33882	3.28	57.5	1.89	14.7	20.4
After Maintenance	68	33882	2.55	40.1	1.77	14.9	20.5

Figure 7, Summary Emission and Fuel Economy Data on 1975 and 1976 Model-Year Passenger Cars

TABLE 24

ALL HIGH MILEAGE 1975 & 1976 MODEL YEAR PASSENGER CARS AS RECEIVED

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	0													
BUICK	1	57858	3.59	0.00	87.8	0.0	543.3	0.0	1.78	0.00	12.8	0.0	18.3	0.0
CADILLAC	2	53670	5.13	1.48	130.9	13.8	600.4	55.5	1.71	0.23	10.8	0.4	14.5	0.2
CHEVROLET	4	64203	3.63	1.27	63.2	27.5	545.9	45.4	1.79	0.85	13.5	0.5	18.3	1.0
CHRYSLER	2	104500	10.37	0.21	265.6	48.1	572.5	63.5	0.90	0.26	8.7	0.1	13.3	2.1
DODGE	0													
FORD	8	61686	2.74	0.99	55.0	23.5	672.1	102.9	1.83	0.49	11.6	1.4	15.7	1.8
LINCOLN	0													
MERCURY	2	51787	2.15	0.32	33.3	10.2	586.0	85.4	0.83	0.21	13.8	2.2	18.6	2.1
OLDSMOBILE	4	67508	5.08	0.99	102.7	28.7	559.5	56.9	2.19	1.29	12.0	1.6	16.4	2.2
PLYMOUTH	3	81734	6.18	0.80	103.9	15.3	499.1	59.0	1.63	0.34	13.0	1.5	19.9	4.1
PONTIAC	2	66069	4.95	1.91	98.6	55.3	569.2	68.8	1.83	1.43	12.0	0.4	17.6	0.8
IMPORTS														
DATSUN	1	54673	2.25	0.00	33.3	0.0	298.8	0.0	2.26	0.00	24.8	0.0	32.6	0.0
FIAT	0													
HONDA	0													
MAZDA	0													
TOYOTA	0													
VOLKSWAGON	1	58955	3.58	0.00	63.6	0.0	366.2	0.0	0.58	0.00	18.6	0.0	25.0	0.0
TOTAL	30	66302	4.33	2.25	88.5	59.9	572.0	107.6	1.69	0.76	12.2	2.3	17.1	3.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 25

ALL 1975 & 1976 MODEL YEAR PASSENGER CARS AS RECEIVED

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		— FUEL ECONOMY — HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	4	26028	2.46	0.72	54.3	25.5	473.1	81.1	2.29	1.69	15.7	1.9	20.9	2.4
BUICK	7	30018	3.03	0.59	70.8	18.9	549.0	122.9	1.54	0.41	13.2	2.2	18.7	3.1
CADILLAC	3	29698	2.66	1.21	50.2	32.2	644.7	43.1	2.04	0.63	12.1	0.2	15.9	0.4
CHEVROLET	24	30904	4.02	1.81	71.4	28.8	478.6	116.9	1.86	0.99	14.7	2.8	20.1	4.7
CHRYSLER	2	37359	4.64	0.15	101.8	15.6	598.6	93.9	1.94	0.97	11.5	1.0	17.9	0.9
DODGE	6	22886	2.93	0.99	48.9	25.3	492.3	79.8	2.91	0.77	15.3	1.5	20.8	1.7
FORD	19	31273	1.98	1.02	33.4	18.6	601.3	132.5	1.34	0.56	13.4	2.9	18.2	4.0
LINCOLN	2	35013	4.44	1.17	140.0	4.4	736.3	92.8	1.05	0.91	9.1	0.9	14.0	0.7
MERCURY	5	22891	1.69	0.22	23.8	15.5	650.0	96.1	1.85	0.77	12.8	1.8	17.3	2.4
OLDSMOBILE	9	23361	2.88	1.30	48.8	15.8	541.5	65.7	1.71	0.54	14.1	1.2	18.5	1.6
PLYMOUTH	7	26646	5.90	3.21	87.1	16.5	472.5	99.7	1.93	0.43	14.1	1.9	19.3	2.8
PONTIAC	7	37030	3.60	1.39	72.3	29.3	531.6	61.1	2.63	0.83	13.5	1.5	19.2	2.3
IMPORTS														
DATSUN	5	37074	2.16	0.28	33.3	6.1	296.6	27.9	2.05	0.51	24.9	2.6	35.2	4.3
FIAT	2	21594	2.74	0.21	48.8	15.0	346.7	21.5	1.07	0.04	20.5	0.1	27.7	1.3
HONDA	2	21466	2.17	0.54	15.8	9.0	286.1	26.0	2.09	0.40	27.9	3.7	38.7	5.1
MAZDA	1	32254	1.31	0.00	50.7	0.0	377.5	0.0	0.55	0.00	19.2	0.0	26.7	0.0
TOYOTA	5	33523	2.57	1.56	32.7	9.9	394.0	80.5	1.82	0.87	19.6	4.1	29.1	5.1
VOLKSWAGON	4	29619	2.97	0.73	45.1	10.8	281.3	9.6	1.50	0.51	24.5	1.2	33.5	0.9
TOTAL	114	29663	3.13	1.73	55.7	30.5	505.1	137.7	1.83	0.85	14.7	3.6	20.2	5.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 26

1975 & 1976 MODEL YEAR PASSENGER CARS BEFORE EXTENDED MAINTENANCE

DENVER

											— FUEL ECONOMY —			
	NO.	AVERAGE	HC		CO		CO_2		NOxc		FTP		HFET	
MANUFACTURER	VEH	ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	3	28436	2.22	0.66	41.6	3.7	491.2	88.9	2.70	1.80	15.7	2.3	21.1	3.0
BUICK	5	34111	3.21	0.56	68.1	15.7	545.6	132.6	1.58	0.48	13.4	2.5	19.2	3.6
CADILLAC	3	29698	2.66	1.21	50.2	32.2	644.7	43.1	2.04	0.63	12.1	0.2	15.9	0.4
CHEVROLET	13	35263	4.01	1.53	73.4	24.2	455.0	109.6	1.89	1.00	15.2	2.7	20.9	4.2
CHRYSLER	2	37359	4.64	0.15	101.8	15.6	598.6	93.9	1.94	0.97	11.5	1.0	17.9	0.9
DODGE	3	22210	3.18	1.34	46.2	37.4	462.1	90.6	3.02	0.74	16.3	1.3	20.6	1.9
FORD	11	41530	2.43	1.12	44.4	16.2	622.9	153.4	1.37	0.47	12.7	2.9	17.6	4.0
LINCOLN	0													
MERCURY	2	36214	1.80	0.21	15.6	2.1	653.2	176.2	1.97	0.36	13.0	3.4	18.3	3.4
OLDSMOBILE	4	21078	2.39	0.80	47.2	7.9	542.6	78.7	1.36	0.45	14.2	1.6	18.7	2.3
PLYMOUTH	6	28741	5.88	3.51	87.2	18.1	498.5	79.2	2.02	0.39	13.6	1.1	18.5	1.8
PONTIAC	4	37706	4.15	1.20	81.5	27.0	519.4	75.6	2.75	0.93	13.4	2.1	19.2	3.2
IMPORTS														
DATSUN	5	37074	2.16	0.28	33.3	6.1	296.6	27.9	2.05	0.51	24.9	2.6	35.2	4.3
FIAT	0													
HONDA	1	29362	2.56	0.00	22.1	0.0	304.5	0.0	1.80	0.00	25.6	0.0	35.4	0.0
MAZDA	1	32254	1.31	0.00	50.7	0.0	377.5	0.0	0.55	0.00	19.2	0.0	26.7	0.0
TOYOTA	4	36493	2.69	1.78	35.3	9.4	406.4	87.3	1.94	0.96	18.9	4.1	28.1	4.9
VOLKSWAGON	1	29459	3.96	0.00	57.5	0.0	272.3	0.0	1.17	0.00	23.7	0.0	33.4	0.0
TOTAL	68	33882	3.28	1.79	57.5	27.0	501.4	139.9	1.89	0.85	14.7	3.5	20.4	5.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 27

1975 & 1976 MODEL YEAR PASSENGER CARS AFTER EXTENDED MAINTENANCE

DENVER

MANUFACTURER	NO. VEH	AVERAGE ODOM.	HC		CO		CO_2		NOxc		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
DOMESTICS														
AMC	3	28436	2.24	0.90	43.5	13.2	516.8	92.4	1.64	0.73	15.0	2.4	19.6	3.1
BUICK	5	34111	2.14	0.48	43.7	8.5	585.6	116.3	1.51	0.30	13.4	2.5	18.9	3.1
CADILLAC	3	29698	2.29	0.68	45.8	9.2	695.9	22.4	1.62	0.43	11.4	0.1	15.1	0.8
CHEVROLET	13	35263	3.25	2.48	49.2	26.2	490.0	121.3	1.73	0.90	15.4	3.2	21.1	4.3
CHRYSLER	2	37359	3.04	0.14	56.8	30.4	646.8	62.0	1.80	1.14	11.9	0.2	17.0	0.3
DODGE	3	22210	2.43	0.84	33.4	23.0	484.7	94.5	2.83	0.54	16.3	2.1	20.4	2.7
FORD	11	41530	2.29	1.52	33.2	12.4	636.3	162.5	1.65	0.84	12.8	3.0	18.3	4.1
LINCOLN	0													
MERCURY	2	36214	1.96	0.36	20.7	13.8	665.0	213.2	2.03	1.15	12.6	4.2	17.8	5.4
OLDSMOBILE	4	21078	2.01	0.53	37.9	10.4	562.5	80.4	1.06	0.04	14.1	1.9	18.1	2.4
PLYMOUTH	6	28741	3.16	0.91	48.7	14.3	549.7	62.2	1.73	0.37	14.0	1.1	18.6	1.7
PONTIAC	4	37706	2.20	0.60	38.3	20.4	563.6	92.6	2.62	1.01	14.1	2.7	19.4	3.4
IMPORTS														
DATSUN	5	37074	2.26	0.25	30.7	4.8	285.0	35.2	1.82	0.59	26.1	3.1	36.3	4.6
FIAT	0													
HONDA	1	29362	2.23	0.00	14.6	0.0	301.4	0.0	1.97	0.00	26.8	0.0	37.3	0.0
MAZDA	1	32254	1.46	0.00	54.3	0.0	383.6	0.0	0.59	0.00	18.7	0.0	26.9	0.0
TOYOTA	4	36493	2.47	1.60	29.0	4.8	364.4	53.1	1.96	0.30	21.2	2.4	30.4	3.8
VOLKSWAGON	1	29459	3.82	0.00	42.6	0.0	270.8	0.0	1.59	0.00	25.4	0.0	34.7	0.0
TOTAL	68	33882	2.55	1.41	40.1	17.7	524.3	151.2	1.77	0.75	14.9	3.9	20.5	5.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.6 FEDERAL TEST PROCEDURE AND HIGHWAY FUEL ECONOMY TEST RESULTS FOR 1975 - 1978 MODEL-YEAR TRUCKS

Thirty trucks up to a gross vehicle weight of 8500 pounds were acquired solely for utilization in the inspection and maintenance portion of the program.

Emission test results from these vehicles are presented in Table 28. The first section of the table presents emission levels measured during tests performed on the vehicles while in the same condition as received by the laboratory from the owner. These vehicles were subsequently divided into two groups comprising 11 vehicles not sent to the repair facilities and 19 vehicles that were.

The second section presents initial emission test results for that division containing the 11 vehicles not sent to the repair facilities. These results were obtained with the vehicles in the as-received condition before any maintenance or adjustments were performed. Only two of the 30 trucks passed the idle test at the laboratory. However, since it was originally intended to send only 15 through the inspection and maintenance procedure, no further trucks were sent to the repair facilities after the first 19 were delivered. This action was taken with the approval of the EPA Project Officer. The last two sections of Table 28 present test results before and test results after the inspection and maintenance procedures were performed at the repair facilities. The facilities failed and subsequently performed maintenance on each of the 19 vehicles that were delivered.

TABLE 28

1975 - 1978 MODEL YEAR TRUCKS

DENVER

			HC		CO		CO_2		NOxc		— FUEL ECONOMY — FTP		HFET	
MODEL YEAR	NO. VEH	AVERAGE ODOM.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	SD	MEAN	SD
AS RECEIVED														
1975	7	51490	9.30	8.36	137.4	77.9	485.9	70.2	1.71	1.24	12.1	2.8	17.1	3.7
1976	7	23249	5.61	3.34	93.2	45.5	556.9	67.9	2.36	1.21	12.3	1.4	16.5	2.7
1977	13	9225	5.81	2.06	85.3	45.4	539.6	84.1	3.00	1.31	12.8	2.3	17.4	2.9
1978	3	2920	6.83	4.62	97.1	64.9	524.0	70.4	2.91	1.35	12.7	3.0	17.6	5.1
TOTAL	30	21729	6.68	4.72	100.5	57.2	529.5	77.0	2.54	1.32	12.5	2.2	17.1	3.1
NOT SENT TO INSPECTION STATIONS														
1975	3	71168	7.52	7.78	110.9	87.3	493.8	20.6	1.10	0.41	12.8	2.7	17.8	4.7
1976	3	26101	3.60	1.86	73.1	27.4	583.9	91.5	2.54	1.51	12.5	0.9	17.2	0.8
1977	2	6258	3.68	2.22	59.5	46.6	452.5	72.0	1.44	0.34	15.9	0.2	21.2	0.6
1978	3	2920	6.83	4.62	97.1	64.9	524.0	70.4	2.91	1.35	12.7	3.0	17.6	5.1
TOTAL	11	28462	5.56	4.59	87.5	56.1	519.1	74.9	2.05	1.23	13.2	2.3	18.1	3.5
SENT TO INSPECTION STATIONS BEFORE MAINTENANCE														
1975	4	36731	10.63	9.69	157.4	76.3	480.0	97.2	2.16	1.52	11.7	3.1	16.6	3.6
1976	4	21110	7.12	3.60	108.4	54.0	536.7	48.8	2.23	1.16	12.2	1.7	16.1	3.5
1977	11	9765	6.20	1.88	90.0	45.8	555.4	78.6	3.28	1.22	12.4	2.1	16.8	2.6
1978	0													
TOTAL	19	17830	7.33	4.79	108.0	58.0	535.6	79.6	2.82	1.32	12.2	2.2	16.6	2.9
SENT TO INSPECTION STATIONS AFTER MAINTENANCE														
1975	4	36731	6.31	2.33	111.6	12.0	508.0	108.0	2.58	1.30	12.6	2.3	16.9	3.5
1976	4	21110	6.65	3.81	111.7	82.4	544.5	19.8	2.32	1.36	12.0	2.0	16.0	3.3
1977	11	9765	4.76	1.25	63.6	23.3	601.0	75.8	2.95	1.34	12.4	1.6	16.9	2.7
1978	0													
TOTAL	19	17830	5.48	2.23	83.8	45.3	569.5	82.4	2.74	1.29	12.4	1.7	16.7	2.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.7 WARM VEHICLE DRIVEABILITY EVALUATION DATA ON 1975-1978 MODEL-YEAR TRUCKS AND 1977-1978 MODEL YEAR PASSENGER CARS

Table 29 presents data derived from the Colorado Warm Vehicle Driveability Evaluation performed on 1977 and 1978 model-year passenger cars and all 1975 through 1978 model year trucks. The test vehicles are identified by their vehicle number, make, model and engine displacement in the table's first four columns.

The next three columns list total demerits given each vehicle by laboratory personnel and results from the timed acceleration/deceleration road tests. This evaluation was performed while the vehicle was in the same condition as when it was delivered to the laboratory.

The last three columns list total demerits and acceleration/deceleration test results derived during an evaluation performed on I/M vehicles after the garage inspection and maintenance procedure. Those vehicles with no listings in the last three columns did not receive the garage I/M procedure.

A complete explanation of the Colorado Warm Vehicle Driveability Evaluation can be found in sections 2.11.3 and 2.12.2.5.

TABLE 29

WARM VEHICLE DRIVEABILITY DATA

ON ALL 1975 - 1978 MODEL YEAR TRUCKS

AND ALL 1977 - 1978 MODEL YEAR PASSENGER CARS

DENVER

				BEFORE I/M			AFTER I/M		
VEH. NO.	MAKE	MODEL	CID	DEMERITS	0 -55 ACCEL	55-30 DECEL	DEMERITS	0 -55 ACCEL	55-30 DECEL
8001	BUIC	REGA	305	0	12.0	34.0			
8002	BUIC	ELEC	403	0	14.0	24.3			
8003	CADI	DEVI	425	0	13.0	27.0	0	13.4	28.0
8004	CHEV	NOVA	250	0	16.3	23.0			
8005	CHEV	NOVA	250	0	15.3	26.7	0	15.1	59.7
8006	CHEV	NOVA	350	0	18.5	12.5			
8007	CHEV	MONT	305	0	12.7	26.8	24	11.5	23.5
8008	CHEV	IMPA	350	0	10.5	21.5	0	11.5	19.5
8009	DODG	ASPE	225	0	23.7	21.4	0	21.3	22.5
8010	FORD	GRAN	250	8	13.2	27.2			
8011	FORD	GRAN	302	12	12.0	30.2	12	12.4	27.9
8012	FORD	LTD2	351	0	14.0	31.0	0	16.0	23.0
8013	FORD	LTD	400	0	14.5	26.0	0	13.8	29.7
8014	MERC	MONA	250	0	20.1	29.0	0	18.5	29.1
8015	MERC	MARQ	400	2	14.7	21.7	1	12.7	29.0
8016	OLDS	CUTL	260	0	19.0	25.2	8	17.0	41.1
8017	OLDS	CUTL	305	0	12.1	29.0			
8018	OLDS	DELT	350	0	12.0	24.7	0	13.5	26.2
8019	PLYM	VOLA	225	0	24.1	22.6			
8020	PONT	LEMA	305	24	16.8	26.3	24	16.7	26.6
8021	PONT	LEMA	305	0	13.5	25.7	24	13.0	25.3
8022	DATS	B210	085	8	20.3	20.3	6	16.6	19.0
8023	TOYO	CORO	097	4	17.5	26.0	0	16.0	25.0
8024	VOLK	RABB	089	0	18.1	21.0	0	14.5	22.5
7025	AMC	STAW	232	0	20.5	23.0	0	21.5	22.5
7026	AMC	STAW	258	0	15.7	15.5			
7027	BUIC	SKYL	231	0	22.0	32.5	0	19.5	21.5
7028	BUIC	CNTY	231	1	20.0	21.0			
7029	BUIC	REGA	350	0	11.5	27.5			
7030	BUIC	LESA	350	8	18.0	34.8			
7031	BUIC	RIVI	403	0	15.8	25.8			
7032	CADI	ELDO	425	12	13.5	35.0			
7033	CADI	DEVI	425	0	15.5	20.5	0	20.5	28.5
7034	CADI	DEVI	425	0	12.0	24.0			
7035	CHEV	CHET	098	0	23.7	14.6			

Acceleration and deceleration times are in seconds

TABLE 29 (CONT)

WARM VEHICLE DRIVEABILITY DATA
ON ALL 1975 - 1978 MODEL YEAR TRUCKS
AND ALL 1977 - 1978 MODEL YEAR PASSENGER CARS
DENVER

VEH. NO.	MAKE	MODEL	CID	BEFORE I/M			AFTER I/M		
				DEMERITS	0 -55 ACCEL	55-30 DECEL	DEMERITS	0 -55 ACCEL	55-30 DECEL
7036	CHEV	STAW	140	4	23.0	22.0	0	25.5	16.7
7037	CHEV	MONZ	140	4	25.0	17.5			
7038	CHEV	STAW	140	36	17.5	21.5	16	18.5	23.5
7039	CHEV	NOVA	250	0	15.2	20.0	16	17.3	30.5
7040	CHEV	CAMA	350	0	11.5	26.0			
7041	CHEV	NOVA	250	4	16.8	96.0	1	14.5	21.5
7042	CHEV	NOVA	250	4	16.0	32.5	31	20.5	21.0
7043	CHEV	CONC	350	0	9.5	24.0			
7044	CHEV	MONT	350	0	17.5	23.0			
7045	CHEV	MONT	350	0	11.2	20.5			
7046	CHEV	NOVA	250	2	15.9	40.5	4	21.8	41.3
7047	CHEV	MALI	350	0	19.5	16.2			
7048	CHEV	IMPA	350	0	13.0	22.0			
7049	CHEV	IMPA	350	0	17.0	20.0			
7050	CHEV	CAPR	350	0	10.5	23.5			
7051	CHRY	NEWY	440	12	13.6	24.3			
7052	DODG	STAW	225	0	18.0	31.6			
7053	DODG	ASPE	318	44	15.0	23.5			
7054	DODG	CHAR	360	0	11.5	19.5			
7055	FORD	STAW	140	74	22.8	19.5			
7056	FORD	MUST	140	0	20.0	26.0			
7057	FORD	MUST	302	8	12.0	18.0			
7058	FORD	MACH	302	0	12.7	26.5			
7059	FORD	GRAN	302	0	14.0	20.0			
7060	FORD	GRAN	302	0	13.5	26.5			
7061	FORD	GRAN	302	0	17.0	23.0			
7062	FORD	THND	351	0	18.5	24.0			
7063	FORD	GRAN	302	0	13.0	26.7			
7064	FORD	LTD2	351	29	15.0	28.2	24	14.6	27.7
7065	FORD	LTD2	351	0	15.0	35.5			
7066	FORD	LTD2	400	0	12.5	23.0			
7067	FORD	STAW	400	4	17.0	27.0	4	17.5	32.0
7068	LINC	CONT	460	0	17.0	42.5			
7069	MERC	MONA	302	2	13.0	23.2			
7070	MERC	MONA	302	0	20.0	17.0	4	27.0	23.0

Acceleration and deceleration times are in seconds

TABLE 29 (CONT)

WARM VEHICLE DRIVEABILITY DATA
ON ALL 1975 - 1978 MODEL YEAR TRUCKS
AND ALL 1977 - 1978 MODEL YEAR PASSENGER CARS
DENVER

				---- BEFORE I/M ----			---- AFTER I/M ----		
VEH. NO.	MAKE	MODEL	CID	DEMERITS	0 -55 ACCEL	55-30 DECEL	DEMERITS	0 -55 ACCEL	55-30 DECEL
7071	MERC	COUG	351	0	21.5	33.0			
7072	OLDS	SPRM	231	0	23.0	30.0			
7073	OLDS	STAR	231	24	16.0	20.0			
7074	OLDS	CUTL	350	64	18.0	25.0			
7075	OLDS	SPRM	350	0	17.2	34.5			
7076	OLDS	DELT	350	16	15.6	23.5			
7077	OLDS	ROYA	350	0	8.0	35.5			
7078	OLDS	ROYA	350	0	11.0	33.5			
7079	PLYM	STAW	225	0	18.0	19.0			
7080	PLYM	STAW	318	36	11.2	26.4			
7081	PLYM	VOLA	318	8	12.2	19.5			
7082	PLYM	FURY	360	20	12.5	27.5			
7083	PONT	VENT	231	0	17.5	36.0	9	18.0	33.0
7084	PONT	FIRE	350	8	13.5	33.0			
7085	PONT	VENT	350	0	15.0	21.8			
7086	PONT	VENT	350	0	14.5	25.0			
7087	PONT	GRNP	350	0	16.3	33.5			
7088	PONT	STAW	350	54	12.5	23.7	8	16.7	31.5
7089	DATS	F10	085	4	25.0	26.0	0	27.1	26.0
7090	DATS	B210	085	0	23.7	24.7			
7091	DATS	200S	119	24	22.0	18.0			
7092	HOND	CVCC	091	0	23.0	19.5	0	26.0	23.0
7093	HOND	ACCO	098	16	21.0	27.5			
7094	TOYO	CORO	097	20	25.0	19.0			
7095	TOYO	CORO	097	0	18.0	20.0			
7096	TOYO	CELI	134	0	21.0	23.5			
7097	TOYO	CELI	134	8	16.0	28.5			
7098	VOLK	RABB	097	40	24.1	22.5	2	13.0	18.0
7099	VOLK	RABB	097	0	13.0	22.0	0	14.0	19.0
6352	CHEV	C10	350	8	17.0	21.0			
8353	FORD	F250	300	0	21.7	22.0			
7354	DODG	B100	318	0	22.0	17.0	1	13.0	25.0
7355	FORD	F150	351	0	13.2	15.0	2	16.0	23.0
6356	FORD	F100	390	0	13.0	23.0			
6357	DODG	B100	360	0	19.0	20.0	0	12.0	18.5

Acceleration and deceleration times are in seconds

TABLE 29 (CONT)

WARM VEHICLE DRIVEABILITY DATA
ON ALL 1975 - 1978 MODEL YEAR TRUCKS
AND ALL 1977 - 1978 MODEL YEAR PASSENGER CARS
DENVER

				---- BEFORE I/M ----			---- AFTER I/M ----		
VEH. NO.	MAKE	MODEL	CID	DEMERITS	0 -55 ACCEL	55-30 DECEL	DEMERITS	0 -55 ACCEL	55-30 DECEL
8358	FORD	F150	300	0	23.0	22.3			
7359	PLYM	PB10	318	0	14.5	24.0	80	17.0	20.9
7360	CHEV	C10	250	0	15.2	20.5			
7361	FORD	F250	460	0	17.0	19.0	0	21.0	22.5
7362	CHEV	C10	250	0	23.2	25.9			
7363	FORD	E240	460	0	13.1	19.3	5	11.7	19.0
7364	DODG	B100	318	1	23.0	19.0	0	13.5	25.7
5365	FORD	E150	300	0	17.5	23.0	0	17.0	25.0
6366	CHEV	G20	350	0	13.0	26.5			
5367	FORD	E100	300	4	26.6	22.4			
7368	CHEV	C20	454	0	12.5	19.5	0	12.5	23.0
5369	FORD	F250	360	106	20.0	19.0	0	19.0	18.0
7370	GMC	C250	350	0	22.0	22.5	0	24.4	20.1
5371	CHEV	G10	250	13	28.8	20.8			
5372	FORD	E140	300	2	23.0	20.5	0	31.5	20.5
6373	DODG	B100	440	0	12.5	18.0	0	21.5	26.5
7374	GMC	C250	350	0	21.5	19.5	0	22.0	20.0
6375	CHEV	C20	350	0	18.5	15.0	0	18.2	19.5
7376	CHEV	C10	350	0	17.2	19.5	0	15.0	18.2
7377	DODG	B200	318	0	22.5	19.7	4	16.0	22.0
5378	FORD	F250	360	4	17.7	19.5	0	13.6	16.7
5379	FORD	F150	390	0	13.6	19.5			
8380	FORD	F250	400	0	15.2	15.0			
6381	FORD	F250	390	0	11.3	16.5	4	13.3	18.4

Acceleration and deceleration times are in seconds

4. APPENDICES

APPENDIX A - LISTING OF VEHICLES AND TEST PARAMETERS

Legend

VEH. NO. - Vehicle number

YR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

CYL - Number of cylinders

BBL - Number of carburetor venturis (F: fuel injection)

T - Type of transmission (A: automatic; 3: 3-speed manual; 4: 4-speed manual; 5: 5-speed manual)

FT - Fuel tank capacity in gallons

ODOM - True mileage

I.WT - Dynamometer inertia weight setting

A.HP - Actual road load horsepower setting

ACL - Was 10% AHP added to simulate air conditioner? (Y: yes; N: no; M: manufacturer's certification AHP setting)

LEAD - Lead content of owner's fuel in grams per gallon (1.000 - denotes any value greater than 0.1 grams per gallon)

AC - Vehicle equipped with air conditioning: (Y: yes; N: no)

AP - Vehicle equipped with air pump? (Y: yes; N: no)

CC - Vehicle equipped with catalytic converter? (Y: yes; N: no)

TR - Vehicle equipped with thermal reactor? (Y: yes; N: no)

FNA - Fuel tank filler neck altered? (1: yes; 2: no; -: not applicable)

M - Is there indication of manganese fuel additive? (Y: yes; N: no; -: not applicable)

IRPM - Idle RPM

FAST IRPM - Fast idle RPM (NS: no specification)

DW - Ignition point dwell in degrees (EI: electronic ignition)

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TMG - Ignition timing in degrees (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center)

ICO - Exhaust carbon monoxide concentration with vehicle at normal idle in mole percent (NS: no specifications)

IHC - Exhaust hydrocarborn concentration with vehicle at normal idle in parts per million hexane equivalent

CHK - Choke notch setting (+: rich; -: lean; N/A: not applicable)

The engine test parameters were obtained as indicated by the following designations:

A) SPEC - Manufacturer's specifications

B) BASE - Measured as-received from vehicle owner

C) A/M - Measured as-received from the repair facility after the inspection maintenance evaluation

D) EXT1 - Measured after the extended vehicle emission control system maintenance procedure

APPENDIX A

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TCR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
8001	78	BUIC	REGA	305	8	2	A	17	4810	3500	10.7	M	0.039	Y	Y	Y	N	N	N							
																		SPEC		600	NS	EI	+08	NS		000
																		BASE		640	2000	EI	+10	0.00	12	000
8002	78	BUIC	ELEC	403	8	4	A	25	6292	4500	12.5	M	0.026	Y	N	Y	N	N	N							
																		SPEC		600	1000	EI	+20	NS		+02
																		BASE		600	1000	EI	+20	0.37	84	+02
8003	78	CADI	DEVI	425	8	4	A	25	1927	5000	12.7	M	0.035	Y	Y	Y	N	N	N							
																		SPEC		600	1500	EI	+23	NS		+02
																		BASE		600	1450	EI	+23	0.00	10	+02
																		A/M		590	1475	EI	+08	0.00	16	+02
8004	78	CHEV	NOVA	250	6	1	3	21	40	3500	11.2	M	0.037	N	N	Y	N	N	N							
																		SPEC		800	2000	EI	+06	NS		000
																		BASE		830	2000	EI	+06	0.00	33	000
8005	78	CHEV	NOVA	250	6	1	A	21	1812	4000	12.7	M	0.035	N	N	Y	N	N	N							
																		SPEC		550	2100	EI	+10	NS		000
																		BASE		560	2100	EI	+12	0.83	421	000
																		A/M		800	2100	EI	+08	0.02	2	000
8006	78	CHEV	NOVA	350	8	4	A	21	566	4000	10.6	M	0.022	Y	Y	Y	N	N	N							
																		SPEC		600	1600	EI	+08	NS		N/A
																		BASE		620	1600	EI	+12	0.00	8	-02
8007	78	CHEV	MONT	305	8	2	A	15	7318	3500	10.7	M	0.035	Y	Y	Y	N	N	N							
																		SPEC		600	NS	EI	+08	NS		000
																		BASE		540	1700	EI	+06	0.00	18	000
																		A/M		560	1700	EI	+06	0.00	11	000
8008	78	CHEV	IMPA	350	8	4	A	21	699	4000	11.3	M	0.031	Y	N	Y	N	N	N							
																		SPEC		500	1600	EI	+06	NS		-02
																		BASE		480	2400	EI	+07	0.00	10	-02
																		A/M		530	1600	EI	+06	0.00	18	-02
8009	78	DODG	ASPE	225	6	1	A	18	746	4000	10.1	M	0.039	Y	Y	Y	N	N	N							
																		SPEC		750	1700	EI	+08	NS		N/A
																		BASE		720	1700	EI	+06	0.00	17	N/A
																		A/M		730	1500	EI	+05	0.00	23	N/A
8010	78	FORD	GRAN	250	6	1	A	18	1260	3500	8.6	M	0.041	Y	Y	Y	N	N	N							
																		SPEC		600	1700	EI	+14	NS		+02
																		BASE		590	1000	EI	+20	0.00	7	-05

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
8011	78	FORD	GRAN	302	8	2	A	18	2213	3500	8.6	M	0.041	Y	Y	Y	N	N	N							
																	SPEC			600	2100	EI	+02	NS		+03
																	BASE			610	2000	EI	+02	3.52	361	+01
																	A/M			680	1975	EI	-03	0.01	10	+01
																	EXT1			580	2100	EI	+02	0.01	11	+03
8012	78	FORD	LTD2	351	8	2	A	22	6353	5000	9.5	M	0.042	Y	Y	Y	N	N	N							
																	SPEC			650	2200	EI	+12	NS		+02
																	BASE			550	2100	EI	+12	0.00	35	-01
																	A/M			600	2100	EI	+12	0.00	31	-01
																	EXT1			600	2100	EI	+12	0.00	15	+02
8013	78	FORD	LTD	400	8	2	A	24	8852	5000	9.5	M	0.008	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+08	NS		+02
																	BASE			580	2000	EI	+08	3.75	356	-03
																	A/M			650	2000	EI	+08	0.24	132	-03
8014	78	MERC	MONA	250	6	2	A	19	5230	3500	8.6	M	0.033	Y	N	Y	N	N	N							
																	SPEC			600	1700	EI	+14	NS		+02
																	BASE			500	1700	EI	+12	0.00	5	+02
																	A/M			630	1600	EI	+12	0.01	2	+02
8015	78	MERC	MARQ	400	8	2	A	24	6671	5000	8.8	M	0.025	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+08	NS		+02
																	BASE			490	1900	EI	+08	4.82	415	-02
																	A/M			520	1950	EI	+08	4.00	277	-02
8016	78	OLDS	CUTL	260	8	2	A	22	772	3500	10.7	M	0.039	Y	N	Y	N	N	N							
																	SPEC			650	800	EI	+20	NS		+02
																	BASE			620	840	EI	+21	0.00	15	+02
																	A/M			700	1120	EI	+19	0.00	6	+02
8017	78	OLDS	CUTL	305	8	2	A	18	7838	3500	10.7	M	0.046	Y	Y	Y	N	N	N							
																	SPEC			600	NS	EI	+08	NS		000
																	BASE			640	1800	EI	+09	0.00	11	000
8018	78	OLDS	DELT	350	8	4	A	21	4460	4000	11.3	M	0.031	Y	N	Y	N	N	N							
																	SPEC			650	900	EI	+20	NS		+02
																	BASE			560	1000	EI	+22	0.00	17	+02
																	A/M			560	1000	EI	+20	0.00	15	+02
8019	78	PLYM	VOLA	225	6	1	A	18	7	4000	11.3	M	0.046	N	Y	Y	N	N	N							
																	SPEC			675	1700	EI	+08	NS		N/A
																	BASE			660	1700	EI	+09	0.00	14	N/A
8020	78	PONT	LEMA	305	8	2	A	16	1402	3500	10.7	M	0.045	Y	N	Y	N	N	N							
																	SPEC			500	NS	EI	+04	NS		000
																	BASE			560	1600	EI	+03	2.88	281	-02
																	A/M			530	1600	EI	+05	0.00	14	-02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
8021	78	PONT	LEMA	305	8	2	A	16	4480	3500	10.7	M	0.059	Y	N	Y	N	N	N							
																	SPEC			500	NS	EI	+04	NS		000
																	BASE			520	1500	EI	+03	6.27	378	000
																	A/M			540	1500	EI	+04	0.00	9	000
8022	78	DATS	B210	085	4	2	4	11	3561	2250	9.4	M	0.006	N	Y	N	N	-	-							
																	SPEC			700	NS	EI	+10	3.00		N/A
																	BASE			750	2050	EI	+10	0.04	2000	000
																	A/M			820	2000	EI	+10	0.07	2000	000
8023	78	TOYO	CORO	097	4	2	5	13	6675	2500	9.4	M	0.021	N	N	Y	N	N	N							
																	SPEC			850	3200	EI	+10	NS		N/A
																	BASE			1040	2250	EI	+10	0.00	12	000
																	A/M			920	2400	EI	+10	0.00	28	000
																	EXT1			900	3000	EI	+10	0.00	31	000
8024	78	VOLK	RABB	089	4	F	4	11	10194	2250	7.3	M	1.000	N	N	N	N	-	-							
																	SPEC			925	NS	47	-03	1.50		N/A
																	BASE			930	NA	45	-03	3.24	127	N/A
																	A/M			960	NA	43	-03	0.22	33	N/A
7025	77	AMC	STAW	232	6	1	4	22	11524	3500	11.2	M	0.033	N	Y	Y	N	N	N							
																	SPEC			600	1500	EI	+10	NS		+01
																	BASE			670	1670	EI	+10	3.80	61	000
																	A/M			600	1540	EI	+10	1.88	25	000
7026	77	AMC	STAW	258	6	1	A	22	3851	3500	11.2	M	0.054	N	Y	Y	N	N	N							
																	SPEC			550	1600	EI	+10	NS		+02
																	BASE			630	1600	EI	+19	0.00	4	-01
7027	77	BUIC	SKYL	231	6	2	A	21	28926	3500	11.2	M	0.016	Y	Y	Y	N	N	N							
																	SPEC			600	NS	EI	+12	NS		+01
																	BASE			620	1900	EI	+16	8.95	788	+01
																	A/M			575	1900	EI	+13	0.04	51	+01
																	EXT1			620	1900	EI	+13	0.02	53	+01
7028	77	BUIC	CNTY	231	6	2	A	22	6045	4000	11.3	M	0.016	Y	Y	Y	N	N	N							
																	SPEC			600	NS	EI	+12	NS		+01
																	BASE			655	1030	EI	+10	0.00	20	+01
7029	77	BUIC	REGA	350	8	4	A	22	17760	4500	10.8	M	0.017	Y	Y	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			600	950	EI	+19	0.00	45	+02
																	EXT1			640	850	EI	+20	0.00	40	+02
7030	77	BUIC	LESA	350	8	4	A	21	5571	4000	11.3	M	0.014	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			650	950	EI	+18	0.07	8	+02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7031	77	BUIC	RIVI	403	8	4	A	25	9074	4500	12.5	M	0.009	Y	Y	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			625	835	EI	+16	2.07	114	+02
7032	77	CADI	ELDO	425	8	4	A	28	7458	5500	8.5	M	0.011	Y	N	Y	N	N	N							
																	SPEC			600	1400	EI	+18	NS		+02
																	BASE			585	1600	EI	+15	0.00	6	-02
7033	77	CADI	DEVI	425	8	4	A	24	13560	5000	12.7	M	0.028	Y	N	Y	N	N	N							
																	SPEC			600	1400	EI	+18	NS		+02
																	BASE			650	1600	EI	+29	3.80	407	+02
																	A/M			530	1600	EI	+04	0.03	20	+02
																	EXT1			560	1400	EI	+18	0.00	14	+02
7034	77	CADI	DEVI	425	8	4	A	24	8348	5000	12.7	M	0.040	Y	N	Y	N	N	N							
																	SPEC			600	1400	EI	+18	NS		+02
																	BASE			670	1140	EI	+22	0.94	211	+03
7035	77	CHEV	CHET	098	4	1	A	13	2458	2250	8.8	M	0.039	Y	N	Y	N	N	N							
																	SPEC			800	2400	EI	+08	NS		+02
																	BASE			880	2400	EI	+08	0.00	9	+02
7036	77	CHEV	STAW	140	4	2	4	16	4799	3000	10.2	M	0.018	N	N	Y	N	N	N							
																	SPEC			800	2500	EI	000	NS		+03
																	BASE			920	2600	EI	000	0.00	3	+03
																	A/M			900	2675	EI	000	0.00	15	+03
7037	77	CHEV	MONZ	140	4	2	A	19	18112	3000	9.0	M	0.031	N	N	Y	N	N	N							
																	SPEC			800	2500	EI	000	NS		+03
																	BASE			750	1500	EI	000	0.00	11	+02
																	EXT1			820	2460	EI	000	0.00	17	+03
7038	77	CHEV	STAW	140	4	2	A	16	14013	3000	10.2	M	0.016	N	N	Y	N	N	N							
																	SPEC			700	2500	EI	+02	NS		+03
																	BASE			690	2100	EI	+06	4.36	226	+03
																	A/M			700	2000	EI	+02	1.59	20	+03
7039	77	CHEV	NOVA	250	6	1	A	21	4670	4000	10.6	M	0.032	Y	N	Y	N	N	N							
																	SPEC			600	2000	EI	+10	NS		-01
																	BASE			620	2250	EI	+11	2.03	348	+03
																	A/M			580	2200	EI	-02	0.00	15	+03
																	EXT1			620	2000	EI	+10	0.24	221	-01
7040	77	CHEV	CAMA	350	8	4	A	21	7957	4000	9.8	M	0.031	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			600	1600	EI	+09	0.00	17	-02
																	EXT1			590	1600	EI	+08	0.00	15	-02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7041	77	CHEV	NOVA	250	6	1	A	21	15911	3500	11.2	M	0.008	N	N	Y	N	N	N							
																	SPEC			600	2000	EI	+10	NS		-01
																	BASE			595	2425	EI	+16	4.55	425	-01
																	A/M			585	2000	EI	+08	3.17	413	-01
7042	77	CHEV	NOVA	250	6	1	A	21	18946	4000	10.6	M	0.018	Y	N	Y	N	N	N							
																	SPEC			600	2000	EI	+08	NS		+02
																	BASE			630	2050	EI	+10	4.80	355	+02
																	A/M			620	2200	EI	+08	0.19	230	+02
7043	77	CHEV	CONC	350	8	4	A	21	21689	4000	10.6	M	0.066	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			680	1700	EI	+17	0.00	26	-02
																	EXT1			600	1680	EI	+08	0.02	13	-02
7044	77	CHEV	MONT	350	8	4	A	22	7231	4500	10.7	M	0.008	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			555	1820	EI	+08	0.01	0	-02
7045	77	CHEV	MONT	350	8	4	A	22	24714	4500	10.7	M	0.023	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			590	1600	EI	+18	0.00	18	-02
																	EXT1			610	1600	EI	+08	0.00	13	-02
7046	77	CHEV	NOVA	250	6	1	A	21	10198	4000	12.7	M	0.031	N	N	Y	N	N	N							
																	SPEC			600	2000	EI	+10	NS		-01
																	BASE			770	2000	EI	+10	0.10	62	-05
																	A/M			740	2400	EI	-06	0.00	24	-05
																	EXT1			610	2100	EI	+10	0.00	18	-01
7047	77	CHEV	MALI	350	8	4	A	22	8837	4500	10.8	M	0.014	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			570	1400	EI	+11	0.00	14	-02
7048	77	CHEV	IMPA	350	8	4	A	20	16250	4000	11.3	M	0.021	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			600	2050	EI	+17	0.00	19	-02
7049	77	CHEV	IMPA	350	8	4	A	20	7032	4000	11.3	M	0.022	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			650	1800	EI	+08	0.00	6	-02
7050	77	CHEV	CAPR	350	8	4	A	20	17427	4000	11.3	M	0.011	Y	Y	Y	N	N	Y							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			600	2000	EI	+12	0.00	11	-02
																	EXT1			620	1910	EI	+08	0.00	20	-02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7051	77	CHRY	NEWY	440	8	4	A	27	8617	5500	10.7	M	0.027	Y	Y	Y	N	N	N							
																	SPEC			750	1600	EI	+08	NS		N/A
																	BASE			820	1400	EI	+13	0.00	7	N/A
7052	77	DODG	STAW	225	6	1	A	20	6995	4000	13.2	M	0.032	Y	Y	Y	N	N	Y							
																	SPEC			750	1700	EI	+08	NS		N/A
																	BASE			955	1900	EI	+10	0.00	6	N/A
7053	77	DODG	ASPE	318	8	2	A	20	1128	4000	13.2	M	0.021	Y	Y	Y	N	N	N							
																	SPEC			850	1500	EI	000	NS		N/A
																	BASE			865	1550	EI	+03	0.00	13	N/A
7054	77	DODG	CHAR	360	8	4	A	26	16457	4500	14.0	M	0.018	Y	Y	Y	N	N	N							
																	SPEC			750	1600	EI	+06	0.50		N/A
																	BASE			750	1600	EI	+11	0.02	9	N/A
																	EXT1			745	1600	EI	+06	0.00	27	N/A
7055	77	FORD	STAW	140	4	2	4	14	17370	2750	9.9	M	0.026	N	Y	Y	N	N	N							
																	SPEC			850	1800	EI	+06	NS		+02
																	BASE			750	2100	EI	+06	0.00	36	+02
																	EXT1			760	2100	EI	+06	0.00	21	+02
7056	77	FORD	MUST	140	4	2	4	13	2032	3000	10.3	M	0.023	N	Y	Y	N	N	N							
																	SPEC			850	1800	EI	+06	NS		000
																	BASE			1500	1800	EI	+04	0.00	14	-02
7057	77	FORD	MUST	302	8	2	A	17	8811	3500	12.3	M	0.020	Y	Y	Y	N	N	N							
																	SPEC			650	2000	EI	+12	NS		+01
																	BASE			670	2100	EI	+16	0.00	18	-03
7058	77	FORD	MACH	302	8	2	A	13	6253	3500	12.3	M	0.021	Y	Y	Y	N	N	N							
																	SPEC			650	2000	EI	+12	NS		+01
																	BASE			650	2100	EI	+11	0.00	13	-02
7059	77	FORD	GRAN	302	8	2	A	19	5571	4000	13.2	M	0.020	N	Y	Y	N	N	N							
																	SPEC			650	2000	EI	+10	NS		+01
																	BASE			525	2190	EI	+10	0.00	21	+01
7060	77	FORD	GRAN	302	8	2	A	19	16091	4000	13.2	M	0.016	Y	Y	Y	N	N	N							
																	SPEC			650	2000	EI	+12	NS		+01
																	BASE			645	1900	EI	+12	0.00	43	+01
7061	77	FORD	GRAN	302	8	2	A	19	11623	4000	13.2	M	0.014	Y	Y	Y	N	N	N							
																	SPEC			650	2000	EI	+12	NS		+01
																	BASE			620	1800	EI	+11	0.00	43	-01
7062	77	FORD	THND	351	8	2	A	26	7056	4500	14.0	M	0.027	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+12	NS		+02
																	BASE			600	2100	EI	+12	0.00	110	-02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M		IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7063	77	FORD	GRAN	302	8	2	A	19	14511	4000	13.2	M	0.040	N	Y	Y	N	N	N	SPEC	650	2100	EI	+10	NS		+01
																				BASE	650	2350	EI	+09	0.00	34	+01
																				EXT1	650	2100	EI	+09	0.00	22	+01
7064	77	FORD	LTD2	351	8	2	A	26	24369	5000	14.7	M	0.016	Y	Y	Y	N	N	N	SPEC	650	2100	EI	+12	NS		+02
																				BASE	570	1750	EI	+07	8.30	463	+04
																				A/M	670	1800	EI	+07	0.00	70	-04
7065	77	FORD	LTD2	351	8	2	A	26	15379	5000	14.7	M	0.040	Y	Y	Y	N	N	N	SPEC	650	2100	EI	+12	NS		+02
																				BASE	670	2100	EI	000	0.10	8	+02
																				EXT1	630	2050	EI	+12	0.00	33	+02
7066	77	FORD	LTD2	400	8	2	A	26	22547	4500	14.0	M	0.009	Y	Y	Y	N	N	N	SPEC	650	2100	EI	+10	NS		000
																				BASE	525	2100	EI	+04	5.91	761	-03
																				EXT1	620	2150	EI	+10	0.00	32	000
7067	77	FORD	STAW	400	8	2	A	21	12416	5000	14.7	M	0.036	Y	Y	Y	N	N	N	SPEC	650	2100	EI	+10	NS		000
																				BASE	600	1300	EI	+10	1.05	236	000
																				A/M	660	1850	EI	+10	0.00	22	000
7068	77	LINC	CONT	460	8	4	A	22	6490	5500	15.3	M	0.023	Y	Y	Y	N	N	N	SPEC	600	1350	EI	+18	NS		-02
																				BASE	630	1400	EI	+18	0.00	14	-04
7069	77	MERC	MONA	302	8	2	A	19	11202	4000	13.2	M	0.007	N	Y	Y	N	N	N	SPEC	650	2000	EI	+12	NS		+01
																				BASE	680	1800	EI	+03	0.00	19	-03
7070	77	MERC	MONA	302	8	2	A	19	12204	4000	13.2	M	0.036	Y	Y	Y	N	N	N	SPEC	650	2000	EI	+12	NS		+01
																				BASE	700	2250	EI	+12	0.00	26	000
																				A/M	650	2750	EI	+11	0.00	14	000
7071	77	MERC	COUG	351	8	2	A	26	22259	5000	14.7	M	0.031	Y	Y	Y	N	N	N	SPEC	650	2100	EI	+12	NS		+02
																				BASE	700	2510	EI	+09	0.00	48	-02
7072	77	OLDS	SPRM	231	6	2	A	22	16176	4000	11.3	M	0.014	Y	Y	Y	N	N	N	SPEC	600	NS	EI	+12	NS		+01
																				BASE	625	1600	EI	+12	0.00	14	+01
7073	77	OLDS	STAR	231	6	2	A	19	14348	3500	8.6	M	0.021	Y	N	Y	N	N	N	SPEC	600	1400	EI	+18	NS		+01
																				BASE	650	820	EI	+21	0.00	14	+02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7074	77	OLDS	CUTL	350	8	4	A	22	8274	4500	10.8	M	0.026	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			550	1000	EI	+20	0.17	64	+02
7075	77	OLDS	SPRM	350	8	4	A	22	4794	4500	10.8	M	0.021	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			610	1150	EI	+17	0.00	11	+03
7076	77	OLDS	DELT	350	8	4	A	21	8954	4000	11.3	M	0.006	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			610	1100	EI	+20	1.76	253	+02
7077	77	OLDS	ROYA	350	8	4	A	21	5144	4000	11.3	M	0.027	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			590	980	EI	+20	0.12	48	+02
7078	77	OLDS	ROYA	350	8	4	A	21	8548	4000	11.3	M	0.033	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			600	985	EI	+22	1.58	135	+02
7079	77	PLYM	STAW	225	6	1	A	20	13473	4000	13.2	M	0.017	N	Y	Y	N	N	N							
																	SPEC			750	1600	EI	+08	NS		N/A
																	BASE			750	1550	EI	+10	0.07	30	N/A
7080	77	PLYM	STAW	318	8	2	A	20	7215	4000	13.2	M	0.014	N	Y	Y	N	N	N							
																	SPEC			850	1500	EI	000	NS		N/A
																	BASE			800	1600	EI	+06	0.03	12	N/A
7081	77	PLYM	VOLA	318	8	2	A	20	4931	4000	13.2	M	0.046	Y	Y	Y	N	N	N							
																	SPEC			850	1500	EI	000	NS		N/A
																	BASE			850	1500	EI	+01	0.00	17	N/A
7082	77	PLYM	FURY	360	8	4	A	26	15775	4500	14.0	M	0.013	Y	Y	Y	N	N	N							
																	SPEC			750	1700	EI	+10	NS		N/A
																	BASE			780	1600	EI	+10	0.03	39	N/A
7083	77	PONT	VENT	231	6	2	A	21	16453	3500	12.5	M	0.031	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+12	NS		+01
																	BASE			620	1500	EI	+10	7.20	477	+02
																	A/M			580	1520	EI	+12	0.02	58	+02
7084	77	PONT	FIRE	350	8	4	A	21	14202	4000	9.8	M	0.018	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			560	980	EI	+19	0.18	28	+02
																	EXT1			570	990	EI	+20	0.32	57	+02
7085	77	PONT	VENT	350	8	4	A	21	6871	4000	10.6	M	0.053	Y	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		−02
																	BASE			660	1800	EI	+08	0.00	10	+02

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7086	77	PONT	VENT	350	8	4	A	21	17739	4000	10.6	M	0.021	N	Y	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		+02
																	BASE			630	2050	EI	+09	0.00	21	-02
7087	77	PONT	GRNP	350	8	4	A	25	15805	4500	10.7	M	0.041	N	N	Y	N	N	N							
																	SPEC			650	1000	EI	+20	NS		+02
																	BASE			670	1600	EI	+21	0.01	11	+06
																	EXT1			640	1120	EI	+22	0.00	11	+02
7088	77	PONT	STAW	350	8	4	A	21	25808	4500	12.0	M	0.026	Y	N	Y	N	N	N							
																	SPEC			600	1000	EI	+20	NS		+02
																	BASE			590	930	EI	+19	0.00	14	+02
																	A/M			575	900	EI	+19	0.00	21	+02
7089	77	DATS	F10	085	4	2	5	11	7900	2250	8.8	M	0.036	N	Y	Y	N	N	N							
																	SPEC			700	2300	EI	+10	3.00		000
																	BASE			800	1700	EI	+10	1.08	90	000
																	A/M			740	1900	EI	+10	0.29	36	000
7090	77	DATS	B210	085	4	2	4	11	14660	2250	8.8	M	0.040	N	Y	Y	N	N	N							
																	SPEC			700	NS	55	+10	3.00		000
																	BASE			720	2250	25	+11	0.00	7	000
7091	77	DATS	200S	119	4	2	5	16	3602	2750	10.9	M	0.033	N	Y	Y	N	N	N							
																	SPEC			600	2350	52	+12	NS		000
																	BASE			755	2350	52	+09	0.18	32	000
7092	77	HOND	CVCC	091	4	3	5	11	18563	2000	8.3	M	1.000	N	N	N	N	N	N							
																	SPEC			800	3000	52	+02	0.40		N/A
																	BASE			450	2750	55	+02	0.20	152	N/A
																	A/M			800	2750	55	-08	0.14	73	N/A
7093	77	HOND	ACCO	098	4	3	5	13	14806	2250	8.8	M	1.000	Y	N	N	N	-	-							
																	SPEC			800	3000	52	+02	NS		N/A
																	BASE			1050	3000	53	+06	0.25	27	N/A
7094	77	TOYO	CORO	097	4	2	4	13	4328	2500	9.4	M	0.044	N	Y	Y	N	N	N							
																	SPEC			850	3000	EI	+10	NS		000
																	BASE			860	3000	EI	+10	0.00	0	000
7095	77	TOYO	CORO	097	4	2	4	13	15703	2500	9.4	M	0.008	N	Y	Y	N	N	N							
																	SPEC			850	3000	52	+10	NS		000
																	BASE			870	2200	52	+14	0.00	4	000
7096	77	TOYO	CELI	134	4	2	5	15	25782	2750	8.5	M	0.031	N	Y	Y	N	N	N							
																	SPEC			800	2400	EI	+08	NS		000
																	BASE			850	2400	EI	+09	0.00	7	000

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7097	77	TOYO	CELI	134	4	2	5	15	8492	3000	7.8	M	0.036	Y	Y	Y	N	N	N							
																	SPEC			800	2400	52	+08	NS		000
																	BASE			790	2400	54	+08	0.00	8	000
7098	77	VOLK	RABB	097	4	F	4	11	9732	2250	7.3	M	1.000	N	N	N	N	-	-							
																	SPEC			975	NS	47	-03	1.50		N/A
																	BASE			745	NA	41	-03	4.00	167	N/A
																	A/M			1030	NA	48	-03	0.19	86	N/A
7099	77	VOLK	RABB	097	4	F	4	11	13676	2250	7.3	M	1.000	N	N	N	N	-	-							
																	SPEC			925	NS	47	-03	1.50		N/A
																	BASE			940	NA	55	-03	9.48	272	N/A
																	A/M			945	NA	54	-03	0.25	86	N/A
6100	76	AMC	HORN	258	6	2	A	22	18805	3500	11.2	N	0.036	Y	N	N	N	-	-							
																	SPEC			700	1700	EI	+08	1.00		+02
																	BASE			665	1500	EI	+07	5.10	146	-03
6101	76	AMC	PACE	258	6	1	A	22	28746	3500	11.2	N	0.028	Y	N	N	N	-	-							
																	SPEC			550	1600	EI	+08	1.00		+01
																	BASE			620	1400	EI	+16	0.84	122	-01
																	EXT1			515	1600	EI	+07	0.20	79	+01
6102	76	BUIC	REGA	231	6	2	A	22	17573	4000	12.0	N	0.041	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+12	NS		+01
																	BASE			630	2200	EI	+19	0.89	151	+01
																	EXT1			620	2250	EI	+12	0.00	14	+01
6103	76	BUIC	CNTY	350	8	4	A	22	26758	4000	13.2	Y	0.021	Y	N	Y	N	N	N							
																	SPEC			600	1800	EI	+12	NS		+01
																	BASE			600	1800	EI	+16	8.60	342	+01
6104	76	BUIC	LESA	350	8	4	A	26	12818	4500	14.0	Y	0.028	Y	N	Y	N	N	Y							
																	SPEC			600	1800	EI	+12	NS		+01
																	BASE			585	1600	EI	+10	1.85	111	+01
6105	76	BUIC	RIVI	455	8	4	A	26	42235	5000	14.7	Y	0.009	Y	N	Y	N	N	N							
																	SPEC			600	1800	EI	+12	NS		+02
																	BASE			610	1250	EI	+10	1.95	123	+02
																	EXT1			580	1800	EI	+12	0.00	19	+02
6106	76	CADI	FLEE	500	8	4	A	28	19026	5500	15.3	Y	0.039	Y	N	Y	N	N	N							
																	SPEC			600	1400	EI	+06	NS		+02
																	BASE			540	1500	EI	+12	0.00	4	+03
																	EXT1			610	1480	EI	+06	0.00	0	+02

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6107	76	CADI	DEVI	500	8	4	A	28	22699	5500	15.3	Y	0.039	Y	N	Y	N	N	N							
																	SPEC			600	1400	EI	+06	NS		+02
																	BASE			520	1150	EI	+09	4.50	420	+02
																	EXT1			590	1500	EI	+06	1.74	241	+02
6108	76	CHEV	CHET	085	4	1	4	13	24209	2250	8.8	N	0.022	N	N	Y	N	N	N							
																	SPEC			800	2000	EI	+10	NS		+03
																	BASE			1090	2300	EI	+08	1.25	139	+03
																	EXT1			800	2000	EI	+10	0.00	58	+03
6109	76	CHEV	STAW	140	4	2	4	16	13339	3000	10.3	N	0.041	N	N	Y	N	N	N							
																	SPEC			700	2200	EI	+10	NS		+02
																	BASE			740	2200	EI	+10	1.49	142	+02
6110	76	CHEV	STAW	140	4	2	A	16	40694	3000	11.3	Y	0.008	Y	N	Y	N	N	N							
																	SPEC			750	2200	EI	+12	NS		+03
																	BASE			750	2100	EI	+20	6.09	230	+03
																	EXT1			780	2150	EI	+12	1.36	81	+03
6111	76	CHEV	NOVA	250	6	1	A	21	23847	3500	11.2	N	0.023	Y	N	Y	N	N	N							
																	SPEC			550	2100	EI	+12	NS		000
																	BASE			490	2100	EI	+16	8.98	1527	000
6112	76	CHEV	NOVA	250	6	1	A	21	38566	3500	11.2	N	0.022	N	N	Y	N	N	N							
																	SPEC			550	2100	EI	+10	NS		000
																	BASE			560	2050	EI	+09	0.06	109	000
																	EXT1			530	2000	EI	+10	0.00	63	000
6113	76	CHEV	CAMA	305	8	2	A	21	46808	4000	12.0	N	0.009	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+08	NS		000
																	BASE			550	1600	EI	+11	9.09	1355	+01
																	EXT1			590	1725	EI	+07	3.49	361	000
6114	76	CHEV	MALI	350	8	2	A	22	15644	4000	13.2	Y	0.021	Y	N	Y	N	N	N							
																	SPEC			600	1600	EI	+06	NS		+01
																	BASE			525	1450	EI	+06	0.40	81	-03
																	EXT1			660	1600	EI	+06	1.13	125	+01
6115	76	CHEV	MALI	305	8	2	A	22	17076	4500	14.0	Y	0.021	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+08	NS		000
																	BASE			560	1600	EI	+15	3.47	447	-01
																	EXT1			560	1600	EI	+08	0.00	14	000
6116	76	CHEV	MONT	350	8	2	A	22	19742	4500	14.0	Y	0.041	Y	N	Y	N	N	N							
																	SPEC			600	1600	EI	+06	NS		+01
																	BASE			640	1950	EI	+06	0.45	74	+01
																	EXT1			600	1550	EI	+06	0.87	118	+01

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6117	76	CHEV	MALI	350	8	2	A	22	12539	4000	12.0	N	0.013	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		+01
																	BASE			570	1350	EI	+07	1.87	247	+01
6118	76	CHEV	VETT	350	8	4	A	17	26071	4000	13.2	Y	0.039	Y	Y	Y	N	N	N							
																	SPEC			700	1600	EI	+12	NS		-02
																	BASE			650	1800	EI	+13	2.01	334	-02
6119	76	CHEV	STAW	350	8	2	A	22	10218	4500	14.0	Y	0.036	N	N	Y	N	N	N							
																	SPEC			600	1600	EI	+06	NS		+01
																	BASE			560	1600	EI	+14	5.72	384	+01
6120	76	CHEV	MONT	400	8	4	A	22	23423	4500	14.0	Y	0.028	Y	N	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		-02
																	BASE			630	1600	EI	+06	0.00	53	-02
6121	76	CHEV	MONT	400	8	4	A	22	22673	4000	13.2	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			600	1600	EI	+08	NS		000
																	BASE			470	1600	EI	+08	7.37	564	-02
																	EXT1			550	1600	EI	+08	0.00	24	000
6122	76	CHRY	CORD	400	8	4	A	26	22196	4500	14.0	Y	0.041	Y	N	N	N	-	-							
																	SPEC			720	1150	EI	+10	NS		N/A
																	BASE			720	1200	EI	+08	5.29	106	N/A
																	EXT1			680	1200	EI	+08	0.19	17	N/A
6123	76	DODG	STAW	225	6	1	A	18	20793	4000	12.0	N	0.039	N	N	Y	N	N	N							
																	SPEC			750	1700	EI	+02	NS		N/A
																	BASE			620	1600	EI	+03	0.32	426	N/A
																	EXT1			700	1700	EI	+03	0.01	223	N/A
6124	76	DODG	STAW	318	8	2	A	18	19265	4000	13.2	Y	0.049	Y	Y	N	N	-	-							
																	SPEC			900	1200	EI	-02	0.50		N/A
																	BASE			825	900	EI	+04	0.87	58	N/A
6125	76	DODG	ASPE	318	8	2	A	18	27821	4000	13.2	Y	0.037	Y	N	Y	N	N	N							
																	SPEC			750	1500	EI	+02	0.30		N/A
																	BASE			720	1300	EI	+08	0.02	216	N/A
																	EXT1			750	1500	EI	+03	0.03	201	N/A
6126	76	DODG	STAW	225	6	1	A	18	18018	4000	12.0	N	0.026	Y	N	Y	N	N	N							
																	SPEC			750	1700	EI	+02	0.30		N/A
																	BASE			780	2250	EI	+06	3.80	363	N/A
																	EXT1			740	1650	EI	+02	0.01	83	N/A
6127	76	FORD	STAW	140	4	2	4	14	10684	3000	10.3	N	0.037	N	Y	Y	N	N	N							
																	SPEC			850	1500	EI	+06	NS		-01
																	BASE			500	800	EI	+04	0.00	14	-01

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6128	76	FORD	STAW	140	4	2	4	14	48617	3000	10.3	N	0.047	N	Y	Y	N	N	N							
																	SPEC			850	1500	EI	+06	NS		-01
																	BASE			910	1750	EI	+10	0.00	200	-01
																	EXT1			870	1550	EI	+06	0.01	148	-01
6129	76	FORD	MUST	171	6	2	A	13	10604	3000	10.3	N	0.014	N	Y	Y	N	N	N							
																	SPEC			700	1600	EI	+12	NS		+03
																	BASE			725	1025	EI	+12	6.71	386	-02
6130	76	FORD	GRAN	250	6	1	A	19	50712	3500	11.2	N	0.036	Y	Y	Y	N	N	N							
																	SPEC			600	1700	EI	+12	NS		000
																	BASE			600	1500	EI	+12	0.00	64	000
6131	76	FORD	GRAN	302	8	2	A	19	18800	3500	12.3	Y	0.027	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+06	NS		+03
																	BASE			520	2050	EI	+02	0.00	84	-03
6132	76	FORD	GRAN	302	8	2	A	19	7817	3500	11.2	N	0.013	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+06	NS		+03
																	BASE			570	2100	EI	+08	0.00	187	-03
6133	76	FORD	GRAN	351	8	2	A	19	15053	4000	13.2	Y	0.031	Y	Y	Y	N	N	N							
																	SPEC			625	2000	EI	+08	NS		+03
																	BASE			580	2140	EI	+04	0.00	17	-01
6134	76	FORD	TORI	351	8	2	A	27	78774	4500	14.0	Y	0.051	Y	Y	Y	N	N	N							
																	SPEC			650	1400	EI	+12	NS		+03
																	BASE			580	1000	EI	+12	0.17	1400	-01
																	EXT1			600	1350	EI	+12	0.14	1091	+03
6135	76	FORD	GRAN	351	8	2	A	19	12197	4000	13.2	Y	0.017	Y	Y	Y	N	N	N							
																	SPEC			625	2000	EI	+08	NS		+03
																	BASE			650	1700	EI	+08	0.01	22	-01
6136	76	FORD	LTD	400	8	2	A	24	11493	4500	14.0	Y	0.021	Y	Y	Y	N	N	N							
																	SPEC			650	1350	EI	+12	NS		+03
																	BASE			660	1400	EI	+14	6.10	690	+03
6137	76	FORD	STAW	400	8	2	A	21	31024	5000	14.7	Y	0.009	Y	Y	Y	N	N	N							
																	SPEC			650	1350	EI	+10	NS		+02
																	BASE			670	1350	EI	+07	0.00	76	000
																	EXT1			600	1100	EI	+10	0.00	516	+02
6138	76	LINC	CONT	460	8	4	A	22	23153	5500	15.3	Y	0.033	Y	Y	Y	N	N	Y							
																	SPEC			650	1350	EI	+08	NS		000
																	BASE			660	1370	EI	+06	10.00	304	-03

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6139	76	MERC	COME	302	8	2	A	19	27905	3500	11.2	N	0.039	N	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+06	NS		+03
																	BASE			620	2150	EI	+04	0.00	224	-01
																	EXT1			650	2100	EI	+06	0.00	550	+03
6140	76	MERC	COUG	351	8	2	A	27	10852	4500	14.0	Y	0.014	Y	Y	Y	N	N	N							
																	SPEC			650	1400	EI	+12	NS		+03
																	BASE			595	1625	EI	+17	0.88	55	-02
6141	76	MERC	COUG	400	8	2	A	27	20091	4500	14.0	Y	0.009	Y	Y	Y	N	N	Y							
																	SPEC			650	2100	EI	+12	NS		+03
																	BASE			640	1175	EI	+13	6.02	945	-03
6142	76	OLDS	CUTL	260	8	2	A	22	26810	4500	14.0	Y	0.037	Y	N	Y	N	N	N							
																	SPEC			650	900	EI	+18	NS		+01
																	BASE			550	900	EI	+20	0.02	20	+01
6143	76	OLDS	SPRM	350	8	4	A	22	12398	4500	12.7	N	0.030	Y	N	Y	N	N	Y							
																	SPEC			550	900	EI	+20	NS		+02
																	BASE			525	840	EI	+19	2.50	385	+02
6144	76	OLDS	SPRM	350	8	4	A	22	19467	4000	13.2	Y	0.033	Y	N	Y	N	N	N							
																	SPEC			650	900	EI	+22	NS		+02
																	BASE			620	890	EI	+23	4.67	460	-02
																	EXT1			600	900	EI	+21	0.00	19	+02
6145	76	OLDS	STAW	350	8	4	A	22	23030	4500	14.0	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			550	900	EI	+20	NS		+02
																	BASE			620	850	EI	+29	0.00	15	+02
																	EXT1			540	870	EI	+20	0.00	14	+02
6146	76	OLDS	ROYA	455	8	4	A	26	15616	5000	14.7	Y	0.023	Y	N	Y	N	N	N							
																	SPEC			650	900	EI	+16	NS		+02
																	BASE			580	1180	EI	+26	0.07	145	+02
																	EXT1			640	960	EI	+16	0.00	12	+02
6147	76	PLYM	VOLA	225	6	1	A	18	31696	3500	11.2	N	0.046	N	N	Y	N	N	N							
																	SPEC			750	1600	EI	+02	0.30		N/A
																	BASE			750	NA	EI	+03	10.00	818	N/A
																	EXT1			780	1600	EI	+02	0.00	160	N/A
6148	76	PLYM	VOLA	318	8	2	A	18	23298	3500	11.2	N	0.026	N	N	Y	N	N	N							
																	SPEC			750	1250	EI	+02	0.40		N/A
																	BASE			610	1400	EI	+09	8.67	1908	N/A
																	EXT1			745	1400	EI	+03	0.01	191	N/A

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6149	76	PLYM	VOLA	318	8	2	A	18	27990	4000	13.2	Y	0.046	Y	N	Y	N	N	N							
																	SPEC			750	1500	EI	+02	NS		N/A
																	BASE			750	1850	EI	+02	7.89	477	N/A
																	EXT1			790	1500	EI	+02	0.07	91	N/A
6150	76	PLYM	STAW	360	8	2	A	18	14236	4000	13.2	Y	0.046	Y	N	Y	N	N	N							
																	SPEC			700	1600	EI	+06	NS		N/A
																	BASE			760	1700	EI	+12	5.70	194	N/A
																	EXT1			710	1700	EI	+06	0.00	6	N/A
6151	76	PONT	VENT	250	6	1	A	21	27854	3500	11.2	N	0.072	N	N	Y	N	N	N							
																	SPEC			550	2100	EI	+10	NS		000
																	BASE			580	2200	EI	+07	7.89	496	000
																	EXT1			550	2200	EI	+10	0.00	45	000
6152	76	PONT	GRNP	350	8	2	A	25	23513	4500	14.0	Y	0.021	Y	N	Y	N	N	N							
																	SPEC			650	NS	EI	+16	NS		+01
																	BASE			660	1100	EI	+13	2.37	249	-01
6153	76	PONT	CATA	400	8	2	A	26	23360	4500	14.0	Y	0.036	Y	N	Y	N	N	N							
																	SPEC			650	NS	EI	+16	NS		+01
																	BASE			620	1040	EI	+21	3.18	593	+01
																	EXT1			640	980	EI	+16	0.00	54	+01
6154	76	PONT	CATA	400	8	2	A	26	50697	4500	14.0	Y	0.026	Y	N	Y	N	N	N							
																	SPEC			650	NS	EI	+16	NS		+01
																	BASE			600	1775	EI	+17	5.28	391	+01
																	EXT1			650	1800	EI	+17	1.65	282	+01
6155	76	DATS	B210	085	4	2	4	12	43576	2250	8.8	N	1.000	N	Y	N	N	-	-							
																	SPEC			700	2000	52	+10	3.00		000
																	BASE			500	1900	53	+10	0.47	105	000
																	EXT1			760	1900	53	+10	0.22	119	000
6156	76	DATS	B210	085	4	2	4	12	47495	2250	8.8	N	1.000	N	Y	N	N	-	-							
																	SPEC			700	2550	52	+10	2.00		000
																	BASE			885	2350	50	+14	1.56	84	-01
																	EXT1			670	2400	50	+10	0.34	179	000
6157	76	DATS	STAW	119	4	2	4	13	19856	2750	10.9	Y	1.000	N	Y	N	N	-	-							
																	SPEC			750	2000	52	+12	NS		000
																	BASE			755	2050	51	+17	1.75	121	000
																	EXT1			750	2100	51	+12	0.30	258	000
6158	76	FIAT	X1/9	079	4	2	4	10	15810	2250	8.8	N	1.000	N	Y	N	N	-	-							
																	SPEC			850	NS	55	000	2.00		000
																	BASE			920	2400	55	000	0.56	79	000

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LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
6159	76	HOND	CVCC	091	4	3	5	11	13570	2000	8.3	N	0.039	N	N	N	N	-	-							
																	SPEC			850	2700	52	+06	0.40		N/A
																	BASE			1035	2600	57	+05	0.22	99	N/A
6160	76	TOYO	CORO	097	4	2	4	13	21643	2750	9.9	N	1.000	N	Y	N	N	-	-							
																	SPEC			850	3000	52	+10	NS		000
																	BASE			1100	1900	32	+11	0.67	12	000
6161	76	TOYO	CORO	097	4	2	4	13	29856	2750	9.9	N	1.000	N	Y	N	N	-	-							
																	SPEC			850	3000	52	+10	NS		000
																	BASE			820	3020	52	+28	0.59	82	000
																	EXT1			860	3000	52	+11	0.13	115	000
6162	76	TOYO	CELI	133	4	2	5	13	27119	3000	11.3	Y	0.008	Y	Y	N	N	-	-							
																	SPEC			850	2200	52	+08	NS		000
																	BASE			940	2400	53	+08	0.61	21	000
																	EXT1			880	2200	54	+08	0.51	98	000
6163	76	VOLK	SEDA	097	4	F	4	11	20300	2000	8.3	N	1.000	N	N	N	N	-	-							
																	SPEC			875	NS	50	-05	2.00		N/A
																	BASE			830	NA	57	-05	5.06	233	N/A
6164	76	VOLK	RABB	097	4	2	4	11	29459	2250	8.8	N	1.000	Y	Y	N	N	-	-							
																	SPEC			925	NS	48	-03	2.20		000
																	BASE			1025	1675	30	-03	1.19	51	000
																	EXT1			900	2100	48	-03	0.10	61	000
5165	75	AMC	HORN	258	6	1	A	17	27668	3000	10.3	N	1.000	Y	N	N	N	N	N							
																	SPEC			550	1600	EI	+03	1.00		+01
																	BASE			620	1400	EI	+06	3.06	118	-02
																	EXT1			550	1500	EI	+05	0.09	60	+01
5166	75	AMC	STAW	304	8	2	A	20	28895	4500	14.0	Y	0.027	Y	Y	Y	N	N	N							
																	SPEC			700	1600	EI	+05	NS		+01
																	BASE			625	1510	EI	+11	0.00	43	+01
																	EXT1			700	1550	EI	+05	0.00	18	+01
5167	75	BUIC	SKYL	231	6	2	A	21	39517	3500	11.2	N	0.032	Y	N	Y	N	N	N							
																	SPEC			700	NS	EI	+12	NS		-01
																	BASE			670	2050	EI	+15	5.79	221	-01
																	EXT1			660	2055	EI	+12	0.00	31	-01
5168	75	BUIC	CNTY	350	8	4	A	22	30672	4000	13.2	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			600	1800	EI	+12	NS		+01
																	BASE			570	1800	EI	+18	0.01	35	-01
																	EXT1			590	1800	EI	+12	0.01	18	+01

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5169	75	BUIC	RIVI	455	8	4	A	26	40559	5000	14.7	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			600	1800	EI	+12	NS		+01
																	BASE			630	1400	EI	+09	0.88	45	+01
																	EXT1			590	1800	EI	+12	0.00	0	+01
5170	75	CADI	DEVI	500	8	4	A	28	47369	5500	15.3	Y	0.039	Y	N	Y	N	N	N							
																	SPEC			600	1200	EI	+06	NS		+02
																	BASE			550	1400	EI	+12	0.00	63	+04
																	EXT1			590	1180	EI	+06	0.00	43	+02
5171	75	CHEV	STAW	140	4	2	4	16	42822	3000	10.3	N	0.036	N	N	Y	N	N	N							
																	SPEC			700	1600	EI	+10	NS		+03
																	BASE			880	1900	EI	+16	4.94	251	000
																	EXT1			660	1600	EI	+10	0.49	181	+03
5172	75	CHEV	VEGA	140	4	2	4	16	22131	2750	9.9	N	0.041	N	N	Y	N	N	N							
																	SPEC			700	1600	EI	+12	NS		000
																	BASE			840	2150	EI	+12	8.53	398	000
5173	75	CHEV	CAMA	250	6	1	A	21	58790	4000	12.0	N	0.026	N	N	Y	N	N	N							
																	SPEC			550	1700	EI	+10	NS		000
																	BASE			550	2750	EI	+13	6.04	383	000
																	EXT1			550	1450	EI	+10	0.29	231	000
5174	75	CHEV	NOVA	262	8	2	A	21	35170	4000	13.2	Y	0.033	N	Y	Y	N	N	N							
																	SPEC			600	NS	EI	+08	NS		000
																	BASE			660	2100	EI	+10	0.01	5	000
5175	75	CHEV	MALI	350	8	2	A	22	17376	4000	13.2	Y	0.046	Y	N	Y	N	N	Y							
																	SPEC			600	1600	EI	+06	NS		000
																	BASE			640	1700	EI	+10	0.02	36	000
5176	75	CHEV	MONT	350	8	2	A	22	29150	4500	14.0	Y	0.011	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			550	1250	EI	+06	4.23	260	+01
																	EXT1			610	1250	EI	+05	0.00	13	000
5177	75	CHEV	IMPA	350	8	2	A	26	53488	4500	14.0	Y	0.041	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			560	1750	EI	+12	4.00	281	-05
																	EXT1			620	1700	EI	+06	0.00	41	000
5178	75	CHEV	IMPA	350	8	2	A	26	26904	4500	14.0	Y	0.028	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			630	1650	EI	+05	2.60	651	-02

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M		IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5179	75	CHEV	STAW	400	8	4	A	22	48758	5500	15.3	Y	0.039	Y	Y	Y	N	N	N								
																				SPEC	600	1600	EI	+08	NS		000
																				BASE	550	1550	EI	+10	1.56	158	000
																				EXT1	650	1400	EI	+06	0.09	124	000
5180	75	CHEV	STAW	400	8	4	A	22	72267	5500	15.3	Y	0.031	Y	Y	Y	N	N	N								
																				SPEC	600	1600	EI	+08	NS		000
																				BASE	615	1700	EI	+26	0.51	231	-04
5181	75	CHRY	CORD	360	8	2	A	26	52522	4500	14.0	Y	0.041	Y	N	Y	N	N	N								
																				SPEC	700	1600	EI	+06	0.30		N/A
																				BASE	780	1050	EI	+09	6.50	285	N/A
																				EXT1	700	1600	EI	+06	1.65	110	N/A
5182	75	DODG	SWIN	225	6	1	A	16	32836	3500	11.2	N	0.033	N	N	Y	N	N	N								
																				SPEC	750	1700	EI	000	NS		N/A
																				BASE	580	1650	EI	+01	10.00	2000	N/A
5183	75	DODG	CORO	318	8	2	A	26	18588	4000	13.2	Y	0.037	Y	N	Y	N	N	N								
																				SPEC	750	1500	EI	+02	NS		N/A
																				BASE	720	1600	EI	+05	2.83	146	N/A
5184	75	FORD	GRAN	250	6	1	A	19	33199	3500	11.2	N	0.014	Y	Y	Y	N	N	N								
																				SPEC	600	1700	EI	+06	NS		+02
																				BASE	620	1700	EI	+08	0.00	13	-01
																				EXT1	585	1700	EI	+05	0.00	13	+02
5185	75	FORD	MUST	171	6	2	4	13	39530	3000	10.3	N	0.026	Y	Y	Y	N	N	N								
																				SPEC	850	1700	EI	+08	NS		+03
																				BASE	810	1700	EI	+18	0.00	42	000
																				EXT1	850	1700	EI	+08	0.00	59	+03
5186	75	FORD	GRAN	250	6	1	A	19	34066	3500	11.2	N	1.000	N	Y	N	N	-	-								
																				SPEC	600	1700	EI	+06	NS		+02
																				BASE	500	2000	EI	+11	2.27	168	+02
																				EXT1	610	1650	EI	+07	0.08	52	+02
5187	75	FORD	MAVE	302	8	2	A	19	26275	3500	11.2	N	0.033	Y	Y	Y	N	N	N								
																				SPEC	650	2100	EI	+06	NS		+03
																				BASE	540	2500	EI	+13	0.00	16	-01
																				EXT1	665	2200	EI	+06	3.54	178	+03
5188	75	FORD	ELIT	351	8	2	A	27	31493	4500	14.0	Y	0.045	Y	Y	Y	N	N	N								
																				SPEC	650	1350	EI	+08	NS		+03
																				BASE	650	1500	EI	+12	1.26	41	-01
																				EXT1	660	1350	EI	+08	0.18	80	+03

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M		IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5189	75	FORD	LTD	400	8	2	A	24	33268	4500	14.0	Y	0.033	Y	Y	Y	N	N	N								
																				SPEC	700	1500	EI	+06	NS		+03
																				BASE	540	1400	EI	+20	1.51	62	+02
																				EXT1	670	1500	EI	+06	0.39	7	+03
5190	75	FORD	LTD	400	8	2	A	24	40571	5000	14.7	Y	0.037	Y	Y	Y	N	N	N								
																				SPEC	700	1500	EI	+06	NS		+03
																				BASE	680	1600	EI	+04	0.16	2	+01
																				EXT1	720	1600	EI	+06	0.08	19	+03
5191	75	FORD	LTD	400	8	2	A	24	60015	5000	14.7	Y	0.021	Y	Y	Y	N	N	N								
																				SPEC	700	1500	EI	+08	NS		+03
																				BASE	810	1500	EI	+13	1.53	71	-02
																				EXT1	680	1500	EI	+08	0.09	81	+03
5192	75	LINC	CONT	460	8	4	A	24	46874	5500	15.3	Y	0.021	Y	Y	Y	N	N	N								
																				SPEC	650	1350	EI	+14	NS		+02
																				BASE	570	1690	EI	+06	6.70	204	000
5193	75	MERC	MONA	351	8	2	A	19	11087	4000	13.2	Y	0.046	Y	Y	Y	N	N	N								
																				SPEC	625	1400	EI	+08	NS		+03
																				BASE	650	1350	EI	+10	0.00	33	-02
5194	75	MERC	MARQ	400	8	2	A	24	44523	5000	14.7	Y	0.040	Y	Y	Y	N	N	N								
																				SPEC	650	1400	EI	+10	NS		+03
																				BASE	770	1400	EI	+09	0.11	8	-03
																				EXT1	620	1420	EI	+09	0.08	118	+03
5195	75	OLDS	CUTL	260	8	2	A	22	26201	4000	12.0	N	0.036	N	N	Y	N	N	N								
																				SPEC	550	900	EI	+18	NS		+01
																				BASE	525	1115	EI	+19	0.01	8	+01
																				EXT1	580	830	EI	+18	0.00	17	+01
5196	75	OLDS	SPRM	350	8	4	A	22	20093	4000	13.2	Y	0.037	Y	N	Y	N	N	N								
																				SPEC	550	900	EI	+20	NS		+02
																				BASE	620	900	EI	+31	0.00	20	+02
5197	75	OLDS	CUTL	350	8	4	A	22	24045	4000	13.2	Y	0.014	Y	N	Y	N	N	N								
																				SPEC	550	900	EI	+20	NS		+02
																				BASE	500	1020	EI	+26	6.72	690	+02
5198	75	OLDS	ROYA	455	8	4	A	26	42589	5000	14.7	Y	0.027	Y	N	Y	N	N	N								
																				SPEC	650	900	EI	+16	NS		+02
																				BASE	650	1400	EI	+16	0.02	69	+02
5199	75	PLYM	VALI	225	6	1	4	16	14078	3500	11.2	N	0.014	N	N	Y	N	N	N								
																				SPEC	800	1600	EI	000	0.03		N/A
																				BASE	755	1190	EI	+07	3.80	247	N/A

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5200	75	PLYM	FURY	318	8	2	A	26	30490	4000	13.2	Y	0.041	Y	N	Y	N	Y	N							
																	SPEC			750	1500	EI	+02	NS		N/A
																	BASE			660	1500	EI	+04	6.64	260	N/A
																	EXT1			750	1550	EI	+02	0.00	33	N/A
5201	75	PLYM	GRNF	360	8	2	A	27	44736	4500	12.7	N	0.042	Y	N	Y	N	N	N							
																	SPEC			750	1600	EI	+06	NS		N/A
																	BASE			780	1600	EI	+06	0.67	65	N/A
																	EXT1			720	1600	EI	+06	0.02	2	N/A
5202	75	PONT	LEMA	350	8	2	A	22	27188	4500	14.0	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+16	NS		+01
																	BASE			550	1500	EI	+17	0.01	14	+01
5203	75	PONT	LEMA	350	8	2	A	22	57689	4500	14.0	Y	0.036	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+16	NS		+01
																	BASE			570	2000	EI	+19	1.56	155	-01
5204	75	PONT	CATA	400	8	2	A	26	48914	4500	14.0	Y	0.046	Y	N	Y	N	N	N							
																	SPEC			650	NS	EI	+16	NS		+01
																	BASE			670	2200	EI	+19	4.54	267	+02
																	EXT1			620	2250	EI	+16	0.00	121	+01
5205	75	DATS	B210	085	4	2	4	12	47625	2250	8.8	N	1.000	N	Y	N	N	-	-							
																	SPEC			700	2550	52	+10	2.00		000
																	BASE			900	2500	51	+08	0.65	72	000
																	EXT1			700	2500	52	+08	0.08	250	000
5206	75	DATS	610	119	4	2	4	15	26821	2750	9.9	N	0.021	Y	Y	N	N	-	-							
																	SPEC			750	2000	51	+12	2.00		000
																	BASE			720	2400	52	+12	1.29	81	-02
																	EXT1			740	1950	52	+12	0.08	103	000
5207	75	FIAT	SPID	107	4	2	5	11	27378	2750	9.9	N	1.000	N	Y	N	N	-	-							
																	SPEC			850	1600	55	000	NS		N/A
																	BASE			840	1500	47	000	1.34	33	N/A
5208	75	HOND	CVCC	091	4	3	4	11	29362	2000	8.3	N	1.000	N	N	N	N	-	-							
																	SPEC			850	NS	52	000	0.40		N/A
																	BASE			920	NA	56	000	1.18	147	N/A
																	EXT1			890	NA	52	000	0.21	525	N/A
5209	75	MAZD	808	096	4	2	4	11	32254	2500	9.4	N	0.036	N	Y	N	Y	-	-							
																	SPEC			825	NS	52	+05	1.50		N/A
																	BASE			800	NA	55	+06	0.79	29	N/A
																	EXT1			780	NA	55	+05	0.63	0	N/A

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5210	75	TOYO	CORO	097	4	2	4	13	55034	2500	9.4	N	1.000	N	Y	N	N	-	-							
																	SPEC			850	2800	52	+10	NS		000
																	BASE			450	2600	69	-05	1.79	82	000
																	EXT1			820	2750	50	+10	0.18	113	000
5211	75	TOYO	CORO	133	4	2	A	15	33966	3000	11.3	Y	0.021	Y	Y	N	N	-	-							
																	SPEC			850	2400	52	+08	NS		000
																	BASE			880	2350	53	+06	0.61	31	000
																	EXT1			800	2400	54	+08	0.18	83	000
5212	75	VOLK	RABB	090	4	2	4	12	37319	2250	8.8	N	0.032	N	Y	Y	N	N	N							
																	SPEC			925	NS	47	-03	2.00		000
																	BASE			950	2800	51	000	0.65	124	000
5213	75	VOLK	SEDA	097	4	F	4	11	31398	2250	8.8	N	1.000	N	N	N	N	-	-							
																	SPEC			875	NS	47	-05	NS		N/A
																	BASE			820	NA	48	-05	3.08	184	N/A
6322	76	BUIC	REGA	350	8	2	A	22	57858	4500	14.0	Y	0.032	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+12	NS		+01
																	BASE			650	2300	EI	+11	2.02	156	+01
6323	76	OLDS	NNTY	455	8	4	A	26	60881	5000	14.7	Y	0.040	Y	N	Y	N	N	N							
																	SPEC			550	900	EI	+18	NS		+02
																	BASE			630	1040	EI	+19	8.30	595	+02
5324	75	PLYM	GRNF	360	8	2	A	27	53612	4500	14.0	Y	0.033	Y	N	Y	N	N	Y							
																	SPEC			750	1600	EI	+06	0.30		N/A
																	BASE			805	2050	EI	+12	9.64	528	N/A
6325	76	OLDS	NNTY	455	8	4	A	26	82260	5000	14.7	Y	0.027	Y	N	Y	N	N	N							
																	SPEC			650	800	EI	+16	NS		+02
																	BASE			500	640	EI	+16	4.04	384	000
5326	75	DATS	710	119	4	2	4	13	54673	2750	9.9	N	1.000	Y	Y	N	N	-	-							
																	SPEC			750	2000	52	+12	2.00		000
																	BASE			860	2100	51	+13	0.37	81	-02
6327	76	CHRY	NEWP	360	8	2	A	27	147000	5000	14.7	Y	0.042	Y	N	Y	N	N	N							
																	SPEC			700	1600	EI	+06	NS		N/A
																	BASE			740	1600	EI	+05	6.71	708	N/A
5328	75	PONT	CATA	400	8	2	A	26	57333	4500	14.0	Y	0.035	Y	N	Y	N	N	N							
																	SPEC			650	NS	EI	+16	NS		+01
																	BASE			690	1850	EI	+15	4.03	629	+02
5329	75	FORD	LTD	400	8	2	A	24	64911	5000	14.7	Y	0.020	Y	Y	Y	N	N	N							
																	SPEC			700	1500	EI	+08	NS		+03
																	BASE			590	1050	EI	+07	1.50	54	000

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5330	75	CHEV	MALI	350	8	2	A	22	57074	4000	13.2	Y	0.023	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			580	1200	EI	+03	0.00	64	-01
6331	76	PLYM	VOLA	318	8	2	A	18	91259	4000	13.2	Y	0.039	Y	N	Y	N	N	N							
																	SPEC			750	1200	EI	+02	0.30		N/A
																	BASE			820	1190	EI	+02	6.35	381	N/A
5332	75	CHEV	STAW	350	8	2	A	22	72446	4500	14.0	Y	0.099	Y	Y	Y	N	Y	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			565	1750	EI	+07	0.65	183	000
5333	75	CADI	DEVI	500	8	4	A	28	53381	5500	15.3	Y	0.023	Y	N	Y	N	N	Y							
																	SPEC			600	1200	EI	+06	NS		+02
																	BASE			600	1350	EI	+06	8.30	837	+02
5334	75	CHEV	MALI	350	8	2	A	22	72816	4500	14.0	Y	0.049	Y	N	Y	N	N	N							
																	SPEC			600	NS	EI	+06	NS		000
																	BASE			560	1400	EI	+10	4.60	304	-03
6335	76	FORD	GRAN	302	8	2	A	19	52093	3500	12.3	Y	0.028	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+08	NS		+03
																	BASE			690	2300	EI	+12	2.75	199	-03
5336	75	CHRY	NEWP	440	8	4	A	27	62000	5000	14.7	Y	0.041	Y	N	Y	N	N	N							
																	SPEC			750	1600	EI	+10	NS		N/A
																	BASE			890	NA	EI	+04	8.54	259	N/A
5337	75	OLDS	DELT	350	8	4	A	26	55950	5000	14.7	Y	0.031	Y	N	Y	N	N	N							
																	SPEC			550	900	EI	+20	NS		+02
																	BASE			555	950	EI	+24	2.66	710	+02
6338	76	FORD	TORI	351	8	2	A	27	54433	4500	14.0	Y	0.018	Y	Y	Y	N	N	Y							
																	SPEC			650	1350	EI	+12	NS		+03
																	BASE			650	1350	EI	+06	3.60	845	+03
6339	76	FORD	STAW	460	8	4	A	21	60726	5000	14.7	Y	0.026	Y	Y	Y	N	N	N							
																	SPEC			650	1350	EI	+10	NS		+02
																	BASE			600	1400	EI	+07	2.90	237	+02
6340	76	VOLK	RABB	097	4	2	4	11	58955	2250	8.8	N	0.032	N	Y	Y	N	N	N							
																	SPEC			925	NS	47	-03	1.50		N/A
																	BASE			875	1250	46	+05	2.27	55	N/A
5341	75	FORD	LTD	400	8	2	A	24	60873	5000	14.7	Y	0.027	Y	Y	Y	N	N	N							
																	SPEC			700	1500	EI	+06	NS		+03
																	BASE			500	1650	EI	+15	1.14	82	-03

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
5342	75	FORD	TORI	400	8	2	A	27	70207	4500	14.0	Y	1.000	Y	Y	Y	N	N	N							
																	SPEC			700	1500	EI	+06	NS		+03
																	BASE			550	1500	EI	+06	1.73	61	+03
5343	75	FORD	TORI	351	8	2	A	27	63218	4500	14.0	Y	0.063	Y	Y	Y	N	N	N							
																	SPEC			650	1400	EI	+08	NS		+03
																	BASE			620	1500	EI	+16	0.08	622	+01
5344	75	OLDS	STAW	455	8	4	A	22	70943	5500	15.3	Y	0.025	Y	N	Y	N	N	N							
																	SPEC			650	900	EI	+16	NS		+02
																	BASE			610	860	EI	+17	6.80	578	+02
5345	75	CHEV	IMPA	350	8	2	A	26	54479	4500	14.0	Y	0.020	Y	N	Y	N	N	N							
																	SPEC			600	1600	EI	+06	NS		+01
																	BASE			580	1500	EI	+05	0.00	29	+01
5346	75	MERC	MONA	302	8	2	A	19	52110	4000	13.2	Y	0.055	Y	Y	Y	N	N	N							
																	SPEC			650	2100	EI	+06	NS		+03
																	BASE			575	2800	EI	+02	0.00	43	-02
5347	75	MERC	COME	250	6	1	3	19	51464	3500	11.2	N	0.021	Y	Y	Y	N	N	N							
																	SPEC			850	1700	EI	+04	NS		+02
																	BASE			660	1550	EI	+05	0.00	32	+02
5348	75	CADI	DEVI	500	8	4	A	28	53959	5500	15.3	Y	0.031	Y	N	Y	N	N	N							
																	SPEC			600	1200	EI	+06	NS		+02
																	BASE			880	1080	EI	+06	1.88	270	+02
6349	76	FORD	LTD	400	8	2	A	24	67032	4500	14.0	Y	0.032	Y	Y	Y	N	N	N							
																	SPEC			650	1350	EI	+16	NS		+03
																	BASE			650	1350	EI	+15	0.03	367	000
5350	75	PONT	CATA	400	8	2	A	26	74805	4500	14.0	Y	0.026	Y	N	Y	N	N	N							
																	SPEC			650	1800	EI	+16	NS		+01
																	BASE			620	2000	EI	+16	1.55	574	000
5351	75	PLYM	DUST	318	8	2	A	16	100332	3500	12.3	Y	0.046	Y	N	Y	N	N	N							
																	SPEC			750	1500	EI	+02	NS		N/A
																	BASE			750	1400	EI	+09	8.34	661	N/A
6352	76	CHEV	C10	350	8	4	A	24	24771	4500	14.0	Y	0.040	Y	N	N	N	-	-							
																	SPEC			600	1600	EI	+08	NS		000
																	BASE			540	1500	EI	+12	3.28	151	000
8353	78	FORD	F250	300	6	1	4	24	2640	4500	12.7	N	1.000	N	N	N	N	-	-							
																	SPEC			600	1500	EI	+10	NS		+01
																	BASE			1125	1800	EI	+11	3.00	81	+01

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TR	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7354	77	DODG	B100	318	8	2	3	30	3480	4000	13.2	Y	1.000	Y	N	Y	N	Y	N							
																	SPEC			750	1500	EI	+02	NS		N/A
																	BASE			710	1550	EI	+14	2.25	211	N/A
																	A/M			730	1500	EI	+02	0.42	121	N/A
7355	77	FORD	F150	351	8	2	4	19	3943	4500	14.0	Y	1.000	N	N	N	N	-	-							
																	SPEC			650	1250	EI	+06	NS		+02
																	BASE			700	740	EI	+03	2.65	132	+02
																	A/M			680	910	EI	000	1.31	188	+02
6356	76	FORD	F100	390	8	2	A	19	14940	4000	12.0	N	0.030	N	Y	N	N	-	-							
																	SPEC			650	1900	EI	+06	NS		+02
																	BASE			665	1750	EI	+12	0.44	29	-02
6357	76	DODG	B100	360	8	2	A	26	23013	3500	12.3	Y	0.021	N	N	Y	N	N	N							
																	SPEC			700	1600	EI	+06	0.30		N/A
																	BASE			735	1750	EI	+06	3.90	135	N/A
																	A/M			640	1810	EI	+03	0.04	84	N/A
8358	78	FORD	F150	300	6	2	4	24	1794	4000	12.0	N	1.000	N	N	N	N	-	-							
																	SPEC			600	1500	EI	+10	NS		+01
																	BASE			700	1500	EI	+08	4.54	180	-01
7359	77	PLYM	PB10	318	8	2	A	36	5439	4000	13.2	Y	1.000	Y	N	N	N	-	-							
																	SPEC			700	1500	EI	000	NS		N/A
																	BASE			590	1350	EI	000	4.16	191	N/A
																	A/M			715	1520	EI	000	0.59	92	N/A
7360	77	CHEV	C10	250	6	1	A	22	4012	4000	12.0	N	0.027	N	N	Y	N	N	N							
																	SPEC			600	2100	EI	+12	NS		000
																	BASE			620	2200	EI	+17	0.73	363	000
7361	77	FORD	F250	460	8	4	A	19	8495	4500	14.0	Y	1.000	Y	N	N	N	-	-							
																	SPEC			650	1250	EI	+12	NS		000
																	BASE			710	1020	EI	+10	8.10	170	-03
																	A/M			700	1025	EI	+11	1.07	68	+01
7362	77	CHEV	C10	250	6	1	4	24	8505	4000	12.0	N	1.000	N	N	N	N	-	-							
																	SPEC			600	2400	EI	+06	NS		000
																	BASE			790	2500	EI	+08	2.18	176	000
7363	77	FORD	E240	460	8	4	A	22	4433	5000	14.7	Y	1.000	Y	N	N	N	-	-							
																	SPEC			650	1250	EI	+12	NS		000
																	BASE			520	1050	EI	+20	2.52	197	000
																	A/M			640	1150	EI	+15	0.56	179	000

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7364	77	DODG	B100	318	8	2	A	36	18900	4000	13.2	Y	0.033	Y	N	Y	N	N	N							
																			SPEC	750	1500	EI	+06	NS		N/A
																			BASE	815	1200	EI	+09	7.29	290	N/A
																			A/M	760	1650	EI	000	0.15	40	N/A
5365	75	FORD	E150	300	6	1	A	18	36874	4500	12.7	N	0.083	N	N	N	N	-	-							
																			SPEC	550	1600	EI	+10	2.50		+01
																			BASE	630	1680	EI	+09	8.25	221	+01
																			A/M	600	1680	EI	+09	8.30	225	+01
6366	76	CHEV	G20	350	8	4	A	22	38593	4000	13.2	Y	0.041	N	N	N	N	-	-							
																			SPEC	600	1600	EI	+08	NS		000
																			BASE	900	2500	EI	+11	4.91	207	000
5367	75	FORD	E100	300	6	1	3	18	36610	4500	12.7	N	0.021	N	Y	Y	N	N	N							
																			SPEC	700	1600	EI	+12	NS		000
																			BASE	590	1450	EI	+06	0.00	25	-03
7368	77	CHEV	C20	454	8	4	A	20	14862	4000	13.2	Y	1.000	N	N	N	N	-	-							
																			SPEC	700	1700	EI	+08	NS		N/A
																			BASE	560	1700	EI	+07	1.20	467	N/A
																			A/M	650	1700	EI	+07	1.03	156	N/A
5369	75	FORD	F250	360	8	2	4	20	31216	5000	14.7	Y	1.000	Y	N	N	N	-	-							
																			SPEC	650	1350	EI	+14	NS		000
																			BASE	650	1195	EI	+14	10.00	734	-09
																			A/M	700	1450	EI	+14	0.82	186	-01
7370	77	GMC	C250	350	8	4	4	22	7081	4500	14.0	Y	1.000	Y	N	N	N	-	-							
																			SPEC	700	1600	EI	+08	NS		N/A
																			BASE	580	1550	EI	+08	0.09	154	N/A
																			A/M	680	1850	EI	+08	0.13	144	N/A
5371	75	CHEV	G10	250	6	1	3	20	50293	4000	12.0	N	0.041	N	N	Y	N	N	N							
																			SPEC	900	1800	EI	+10	NS		000
																			BASE	825	1500	EI	+04	5.08	129	000
5372	75	FORD	E140	300	6	1	3	18	44806	4000	12.0	N	1.000	N	N	N	N	-	-							
																			SPEC	600	NS	EI	+10	NS		+01
																			BASE	540	2000	EI	+10	2.46	308	-04
																			A/M	810	1100	EI	+11	2.35	201	-05
6373	76	DODG	B100	440	8	4	A	36	22891	4000	13.2	Y	1.000	Y	N	N	N	-	-							
																			SPEC	750	1700	EI	+02	NS		N/A
																			BASE	700	1300	EI	+02	1.93	101	N/A
																			A/M	720	1700	EI	+02	6.74	308	N/A

APPENDIX A (CONT)

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	CYL	BBL	T	FT	ODOM	I.WT	A.HP	ACL	LEAD	AC	AP	CC	TRA	FNA	M	IRPM	FAST IRPM	DW	TMG	ICO	IHC	CHK
7374	77	GMC	C250	350	8	4	4	22	16414	4500	14.0	Y	1.000	N	N	N	N	-	-							
																	SPEC			700	1600	EI	+08	NS		N/A
																	BASE			700	1250	EI	+15	7.55	690	N/A
																	A/M			920	920	EI	+08	0.15	107	N/A
6375	76	CHEV	C20	350	8	4	4	20	17600	4500	14.0	Y	1.000	N	N	N	N	-	-							
																	SPEC			600	1600	EI	+08	NS		N/A
																	BASE			490	1750	EI	+11	8.07	558	N/A
																	A/M			730	1650	EI	+11	1.01	144	N/A
7376	77	CHEV	C10	350	8	4	A	20	22289	4000	13.2	Y	1.000	Y	N	N	N	-	-							
																	SPEC			700	1600	EI	+08	NS		N/A
																	BASE			750	1600	EI	+08	5.81	710	N/A
																	A/M			750	1700	EI	+07	0.29	99	N/A
7377	77	DODG	B200	318	8	2	A	22	2083	4000	13.2	Y	1.000	N	N	N	N	-	-							
																	SPEC			700	1400	EI	000	NS		N/A
																	BASE			650	1400	EI	+17	0.10	255	N/A
																	A/M			730	1450	EI	000	0.15	65	N/A
5378	75	FORD	F250	360	8	2	A	18	34030	4500	14.0	Y	1.000	N	N	N	N	-	-							
																	SPEC			550	1500	EI	+06	1.00		000
																	BASE			500	1450	EI	+01	1.33	153	000
																	A/M			550	1550	EI	+11	0.14	250	000
5379	75	FORD	F150	390	8	4	A	24	126603	4000	13.2	Y	1.000	N	N	N	N	-	-							
																	SPEC			650	1350	EI	+16	1.00		000
																	BASE			550	1550	EI	+16	7.21	1025	-09
8380	78	FORD	F250	400	8	2	4	24	4328	4500	14.0	Y	1.000	Y	N	N	N	-	-							
																	SPEC			650	1250	EI	+12	NS		+02
																	BASE			630	1450	EI	+13	7.60	410	-02
6381	76	FORD	F250	390	8	4	A	20	20939	4500	14.0	Y	1.000	N	N	N	N	-	-							
																	SPEC			650	1250	EI	+16	NS		000
																	BASE			560	1750	EI	+19	5.08	321	-09
																	A/M			560	1800	EI	+19	8.43	394	-09

APPENDIX B - LISTING OF VEHICLE USAGE DATA

Legend

VEH. NO. - Vehicle number
YR - Model year
MAKE - Vehicle make
MODL - Vehicle model
VIN - Vehicle identification number

The questionnaire numbers in Appendix B are listed below as the questions appeared on the four-page questionnaire presented to vehicle owners along with the possible responses to each inquiry.

1) Did you purchase (or lease) the vehicle new or used?

1 (New)
2 (Used)

2) How long ago did you purchase the vehicle?

1 (0-3 months)
2 (3-12 months)
3 (1-2 years)
4 (over 2 years)

3) On a yearly basis, how many thousands of miles is this vehicle driven?

1 (0-5)
2 (5-10)
3 (10-15)
4 (15-20)
5 (20-30)
6 (over 30)

4) Where is the driving done?

a) City expressways	1 (almost all)	2 (most)	3 (some)	4 (little/none)
b) Major city streets	1 (almost all)	2 (most)	3 (some)	4 (little/none)
c) Other city streets	1 (almost all)	2 (most)	3 (some)	4 (little/none)
d) Rural expressways	1 (almost all)	2 (most)	3 (some)	4 (little/none)
e) Other rural roads	1 (almost all)	2 (most)	3 (some)	4 (little/none)

5) How is the driving done?

a) To and from work	1 (almost all)	2 (most)	3 (some)	4 (little/none)
b) Shopping and errands	1 (almost all)	2 (most)	3 (some)	4 (little/none)
c) Business (not to & from work)	1 (almost all)	2 (most)	3 (some)	4 (little/none)
d) Other (social, vacations, etc)	1 (almost all)	2 (most)	3 (some)	4 (little/none)

6) How did you get here today? (A)

1 (city streets only)
2 (some expresswass)
3 (primarily expressways)

Approx. miles (B) _______

7) How is this vehicle used?

a)	Driver only	1 (almost all)	2 (most)	3 (some)	4 (little/none)
b)	Driver & 1 passenger	1 (almost all)	2 (most)	3 (some)	4 (little/none)
c)	Driver & 2/more passengers	1 (almost all)	2 (most)	3 (some)	4 (little/none)
d)	Driver only with heavy cargo	1 (almost all)	2 (most)	3 (some)	4 (little/none)
e)	Driver, passenger and cargo	1 (almost all)	2 (most)	3 (some)	4 (little/none)
f)	Towing a trailer	1 (almost all)	2 (most)	3 (some)	4 (little/none)

8) On a typical day, how many trips are made with this vehicle? (One trip is defined as starting the engine, traveling some distance and stopping the engine).

____

9) On a weekly basis, how often is full-throttle acceleration used?

1) (seldom)
2) (once or twice)
3) (3-6 times)
4) (every day)

10) Approximately what fuel economy (in miles per gallon) does your vehicle obtain?

a) Overall _______ 0 (don't know)
b) Highway driving _______ 0 (don't know)
c) City driving _______ 0 (don't know)

22) Does your vehicle require the use of unleaded fuel?

1) (yes)
2) (no)

23) If your vehicle requires unleaded fuel, how often is leaded fuel used:

1) (not required)
2) (never)
3) (seldom)
4) (occasionally)
5) (frequently)
6) (don't know)

24) What is the company name of the fuel you normally use (see list on next page)

____

What is the type of fuel you normally use?

1) (regular)
2) (premium)
3) (low-lead)
4) (regular unleaded)
5) (premium unleaded)
6) (unknown)
7) (varies)

25) Have you, or others, ever noticed a hydrogen sulfide (rotten eggs) odor in this vehicle's exhaust?

1) (never)
2) (seldom)
3) (occasionally)
4) (frequently)
5) (don't know)

BRAND NAME ENTRIES FOR QUESTION #24 OF THE QUESTIONNAIRE

CODE	BRAND NAME
01	AMOCO
02	ARCO
03	ASHLAND
04	BONAFIDE
05	BP
06	CHEVRON
07	CITCO
08	CLARK
09	CONOCO
10	CROWN
11	DERBY
12	ENCO
13	ESSO
14	EXXON
15	FINA
16	GEMCO
17	GULF
18	HESS
19	HUDSON
20	MARS
21	MARTIN
22	MOBIL
23	MOTOR
24	PENNEYS
25	PHILLIPS
26	SCOTT
27	SEARS
28	SHAMROCK
29	SHELL
30	SINCLAIR
31	SITE
32	SKELLY
33	STANDARD
34	SUNOCO
35	TEXACO
36	UNION
37	VICKERS
38	WARDS
39	ZEPHYR
40	OTHER
41	UNKNOWN
42	VARIOUS

26) Is this vehicle operated regularly on unpaved roads, in competitive events or in hauling or transporting loads heavier than for which it was designed?

1) (yes)
2) (no)
3) (don't know)

APPENDIX B

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
8001	78	BUIC	REGA	4J47U8Z106521	1	1	5	23444	2344	2	1	144444	2	1	0	0	0	1	2	32	4	2	2
8002	78	BUIC	ELEC	4X69K8H432609	1	1	4	23344	4414	1	40	144444	2	1	0	0	0	1	2	42	4	3	2
8003	78	CADI	DEVI	6D69S8Q146651	1	1	4	44414	3333	3	15	414444	4	2	11	13	10	1	2	35	4	1	2
8004	78	CHEV	NOVA	1X69D8W144758	1	1	3	33334	3333	2	15	334444	4	1	0	0	0	1	2	42	7	1	3
8005	78	CHEV	NOVA	1X69D8W124266	1	2	3	14344	1444	2	12	243444	6	1	14	0	0	1	2	25	4	4	2
8006	78	CHEV	NOVA	1Y27L8W109348	1	2	1	41444	4144	1	7	144444	2	1	0	0	0	1	2	25	4	1	2
8007	78	CHEV	MONT	1Z37U82405698	1	2	3	14444	4144	1	10	414444	4	1	20	21	18	1	2	42	4	1	2
8008	78	CHEV	IMPA	1L47L8S179865	1	1	3	32444	1444	1	6	144444	5	1	0	0	0	1	2	25	4	1	2
8009	78	DODG	ASPE	NL41C8B216356	1	1	1	34244	4414	1	12	324444	2	4	0	0	0	1	2	14	4	1	2
8010	78	FORD	GRAN	8W82L158281	1	1	3	41444	1444	1	34	414444	2	1	14	0	0	1	2	28	4	3	2
8011	78	FORD	GRAN	8W82F134036	1	1	3	14444	1444	1	8	144444	2	1	0	0	0	1	2	25	4	1	2
8012	78	FORD	LTD2	8A27H120159	1	1	5	44424	4414	1	6	144444	10	4	15	16	14	1	2	9	4	3	2
8013	78	FORD	LTD	8J63S115445	1	1	6	44414	1444	2	15	144444	2	3	16	16	0	1	2	42	4	1	2
8014	78	MERC	MONA	8W34L503426	1	1	4	23444	4414	3	22	234444	6	1	0	21	0	1	2	42	4	1	2
8015	78	MERC	MARQ	8Z62S531927	1	1	5	44414	1444	3	44	414444	2	1	22	0	0	1	2	40	4	3	2
8016	78	OLDS	CUTL	3K47F8M471120	1	1	2	44244	2443	3	35	243444	2	1	0	16	14	1	2	42	4	4	2
8017	78	OLDS	CUTL	3G87U8R403356	1	2	5	44414	4414	3	12	144444	12	4	14	0	0	1	2	15	4	1	2
8018	78	OLDS	DELT	3N69R8X136231	1	1	5	14444	4342	1	20	414444	3	1	14	16	13	1	2	1	4	1	2
8019	78	PLYM	VOLA	HL45C8B104460	1	1	4	33344	3333	1	15	334444	4	1	0	0	0	1	2	42	7	1	2
8020	78	PONT	LEMA	2F27U8P536416	1	2	2	44144	1444	1	6	144444	4	1	10	17	0	1	2	28	4	4	2
8021	78	PONT	LEMA	2F27U8P522801	1	2	3	44144	2344	1	9	441444	2	1	19	0	0	1	2	42	4	1	2
8022	78	DATS	B210	HLB210368980	1	1	3	42434	2344	1	2	442444	2	3	28	0	0	2	1	42	1	1	2
8023	78	TOYO	CORO	TE51640775	1	1	4	44414	2344	3	20	441444	5	1	0	0	0	1	2	33	4	1	2
8024	78	VOLK	RABB	1783063619	1	1	6	32434	1444	3	22	144444	10	1	33	37	31	2	1	42	1	1	2
7025	77	AMC	STAW	A7M687E180779	1	2	3	41444	2344	1	10	144444	2	2	18	23	0	1	2	41	4	3	2
7026	77	AMC	STAW	A7A687A183670	1	2	2	42344	4343	1	12	441444	2	1	0	0	0	1	2	42	4	1	2
7027	77	BUIC	SKYL	4B69C7K108851	1	3	5	14344	4414	3	10	144444	15	1	18	0	0	1	2	42	4	1	2
7028	77	BUIC	CNTY	4E37C7Z149031	1	2	3	23344	4414	2	15	144444	6	1	17	0	0	1	2	37	4	1	2
7029	77	BUIC	REGA	4J57R72103588	1	3	4	23444	4414	1	1	134444	4	2	0	0	0	1	2	42	4	1	2
7030	77	BUIC	LESA	4P69R7C117389	1	2	2	43324	4342	3	15	324444	2	1	0	16	0	1	2	42	4	1	2
7031	77	BUIC	RIVI	4Z37K7H494280	1	2	3	43333	3343	2	7	334444	4	1	0	0	0	1	2	42	4	1	2
7032	77	CADI	ELDO	6L47S7Q254775	2	1	4	33334	3343	3	35	324444	4	1	0	16	13	1	2	37	4	3	2
7033	77	CADI	DEVI	6D47S7Q171934	1	3	3	33444	3444	2	10	244444	4	1	0	0	0	1	2	37	4	3	2
7034	77	CADI	DEVI	6D47S7Q146268	2	2	2	41444	3344	2	10	144444	6	3	9	0	0	1	2	9	4	3	2
7035	77	CHEV	CHET	1B08E7Y221135	1	2	3	43244	2443	2	8	234444	2	1	20	0	0	1	2	42	4	1	2
7036	77	CHEV	STAW	1V15B7U158392	1	2	3	32344	4434	3	24	144444	4	1	0	0	0	1	2	40	4	1	2
7037	77	CHEV	MONZ	1M27B72144245	1	2	4	34144	4414	3	15	144444	10	1	0	31	21	1	2	42	4	4	2
7038	77	CHEV	STAW	1V15B7U112181	1	2	4	44414	4342	3	35	414444	4	1	0	28	0	1	2	42	4	4	2
7039	77	CHEV	NOVA	1Y27D7W187166	1	2	1	41444	1444	1	12	144444	2	1	0	0	0	1	2	37	4	4	2
7040	77	CHEV	CAMA	1S87L7L518086	1	3	2	42444	4244	1	7	414444	2	1	0	16	10	1	2	9	4	1	2

APPENDIX B (CONT)

LISTING OF VEHICLE USAGE DATA

DENVER

QUESTIONNAIRE NUMBER

VEH. NO.	YR	MAKE	MODL	VIN	1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
7041	77	CHEV	NOVA	1X27D7K116831	1	2	4	44423	4342	1	7	414444	3	1	0	0	0	1	2	42	4	2	2
7042	77	CHEV	NOVA	1X69D7W184660	1	2	2	41444	4414	2	35	332444	2	1	0	0	0	1	2	24	4	4	2
7043	77	CHEV	CONC	1Y27L7K118523	1	3	3	42444	3344	1	15	144444	2	1	16	18	14	1	2	9	4	1	2
7044	77	CHEV	MONT	1H57L7Z462234	1	2	4	44414	4414	3	30	144444	5	1	15	0	0	1	2	9	4	1	2
7045	77	CHEV	MONT	1H57L72407164	1	2	3	14444	1444	3	15	144444	4	1	0	0	0	1	2	42	4	1	2
7046	77	CHEV	NOVA	1X69D7W160212	1	2	3	41444	4144	1	11	414444	2	1	18	18	18	1	2	33	4	4	2
7047	77	CHEV	MALI	1D29L7Z402501	1	3	2	33244	4243	3	7	414444	6	1	22	24	22	1	2	1	4	1	2
7048	77	CHEV	IMPA	1L69L7C125961	1	2	3	41444	2344	1	3	144444	3	1	0	0	0	1	2	9	4	1	2
7049	77	CHEV	IMPA	1L69L7S212473	1	2	2	14444	1444	3	10	441444	4	1	0	0	14	1	2	42	4	1	2
7050	77	CHEV	CAPR	1N69L7C108385	1	3	5	44414	4414	1	20	144444	10	1	15	0	0	1	2	40	4	1	2
7051	77	CHRY	NEWY	CS23T7C171858	1	2	4	44414	1444	3	30	144444	2	1	11	0	0	1	2	33	5	1	2
7052	77	DODG	STAW	NH45C7G106293	1	2	2	43244	1344	2	7	144444	6	1	13	0	0	1	2	25	4	1	2
7053	77	DODG	ASPE	NP29G7B306200	1	1	3	23444	3333	1	5	144444	4	1	0	10	0	1	2	42	4	1	2
7054	77	DODG	CHAR	XS22J7R110905	1	3	4	44144	1444	2	10	144444	2	1	0	0	0	1	2	42	4	4	2
7055	77	FORD	STAW	7R12Y123545	1	2	4	23444	2443	3	20	144444	7	4	18	0	0	1	2	42	4	1	2
7056	77	FORD	MUST	7F03Y209691	1	2	2	41444	1444	2	6	144444	4	1	0	0	0	1	2	6	4	1	2
7057	77	FORD	MUST	7F03F128366	1	3	2	41444	4243	2	15	414444	2	2	0	18	13	1	2	15	4	1	2
7058	77	FORD	MACH	7F05F102084	1	2	2	33344	1444	2	15	324444	3	1	0	15	14	1	2	9	4	4	2
7059	77	FORD	GRAN	7W82F130119	1	2	2	44234	4144	2	8	432444	4	1	13	0	0	1	2	40	4	1	2
7060	77	FORD	GRAN	7W84F235798	1	2	5	44414	4414	3	20	144444	12	1	13	16	12	1	2	6	4	1	2
7061	77	FORD	GRAN	7W83F107513	1	2	3	33334	3343	1	6	333444	2	1	0	16	0	1	2	42	4	3	2
7062	77	FORD	THND	7J87H182058	1	2	2	44144	1444	3	20	144444	4	1	11	0	0	1	2	42	4	1	2
7063	77	FORD	GRAN	7W82F122165	2	2	2	14444	4414	2	25	144444	10	1	0	0	0	1	2	42	4	1	1
7064	77	FORD	LTD2	7A30H123020	1	2	5	33334	4414	3	15	144444	12	1	16	0	0	1	2	9	4	3	2
7065	77	FORD	LTD2	7H27H241034	1	2	5	44414	4414	1	5	144444	10	4	13	14	10	1	2	1	4	1	2
7066	77	FORD	LTD2	7H30S101741	1	3	4	44414	1444	3	22	414444	4	1	0	0	0	1	2	9	4	4	2
7067	77	FORD	STAW	7P74S118965	1	3	3	41444	1444	1	5	414444	3	1	0	13	11	1	2	9	4	4	2
7068	77	LINC	CONT	7Y81A885512	1	2	3	44324	1444	2	15	243444	2	1	12	14	10	1	2	25	4	3	2
7069	77	MERC	MONA	7W35F527676	1	2	3	41444	1444	3	15	144444	4	2	0	0	0	1	2	9	4	4	2
7070	77	MERC	MONA	7W34F541375	1	2	4	33334	4414	3	16	323444	6	1	0	0	14	1	2	6	4	1	2
7071	77	MERC	COUG	7A93H500702	1	3	4	41444	3244	2	10	144444	3	1	15	0	0	1	2	6	4	1	2
7072	77	OLDS	SPRM	3J57C7R131483	1	3	3	42344	2434	2	20	234444	8	1	0	0	0	1	2	37	4	1	2
7073	77	OLDS	STAR	3D07C72505049	1	3	3	33444	2343	2	25	234444	2	1	0	20	16	1	2	37	4	1	2
7074	77	OLDS	CUTL	3G37R7M341340	1	2	2	42434	2443	1	5	144444	4	2	18	18	15	1	2	37	4	4	2
7075	77	OLDS	SPRM	3M57R7R188531	1	2	2	32444	4244	1	12	144444	2	1	0	0	10	1	2	9	4	1	2
7076	77	OLDS	DELT	3L69R7X149125	1	2	3	44333	4243	3	22	414444	6	1	0	18	14	1	2	15	4	2	2
7077	77	OLDS	ROYA	3N69R7C106683	1	2	2	34324	3343	2	25	441444	4	1	0	15	0	1	2	42	4	1	2
7078	77	OLDS	ROYA	3N69R7X132080	1	2	2	34424	4144	1	7	433444	2	1	16	0	0	1	2	40	4	4	1
7079	77	PLYM	STAW	HL45C7G116761	1	3	3	42344	4144	1	13	441444	2	1	13	0	13	1	2	37	4	3	2
7080	77	PLYM	STAW	HL45G7B321555	1	2	3	44333	4144	2	4	144444	2	1	17	0	0	1	2	41	4	1	2

APPENDIX B (CONT)

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
7081	77	PLYM	VOLA	HH29G7B187483	1	3	1	44144	4144	1	10	144444	2	1	13	16	11	1	2	42	4	1	2
7082	77	PLYM	FURY	RH23J7A113615	1	2	4	34344	3344	3	23	343444	5	2	14	0	0	1	2	42	4	1	2
7083	77	PONT	VENT	2Y17C7T112777	1	2	4	23444	1444	3	25	134444	2	1	0	23	0	1	2	14	4	3	2
7084	77	PONT	FIRE	2T87R7N196328	1	2	4	41444	1444	1	8	144444	4	1	0	0	0	1	2	41	4	1	2
7085	77	PONT	VENT	2Z27L7W121612	1	3	2	14444	2344	1	7	414444	4	1	0	0	0	1	2	35	4	2	2
7086	77	PONT	VENT	2Y27L7L108646	1	3	3	14444	1444	3	20	144444	2	1	0	0	0	1	2	9	4	1	2
7087	77	PONT	GRNP	2J57R7P244235	1	2	3	44414	1444	3	20	144444	2	1	0	19	18	1	2	37	4	4	2
7088	77	PONT	STAW	2L35R7X116002	1	2	5	44414	4414	2	8	234444	10	1	17	19	15	1	2	28	4	3	2
7089	77	DATS	F10	KPLF10031849	1	2	3	33444	3344	2	20	144444	2	1	20	0	0	1	2	9	4	3	2
7090	77	DATS	B210	HLB210200658	1	2	2	14444	1444	3	25	243444	2	4	33	0	0	1	2	37	4	1	2
7091	77	DATS	200S	HLS10124483	1	2	2	14444	1444	3	20	414444	2	1	26	0	0	1	2	9	4	1	2
7092	77	HOND	CVCC	SGE3500645	1	2	5	44144	2344	1	10	144444	5	1	28	0	0	2	1	33	1	1	2
7093	77	HOND	ACCO	SJE2015564	1	2	4	44424	3434	2	10	442444	3	1	30	34	25	2	1	33	1	1	2
7094	77	TOYO	CORO	TE31261064	1	2	1	14444	1444	3	21	144444	4	1	31	0	0	1	2	42	7	4	2
7095	77	TOYO	CORO	TE31208022	1	2	4	44414	1444	1	5	144444	2	1	28	0	0	1	2	37	4	1	2
7096	77	TOYO	CELI	RA24056047	1	3	5	34434	3444	3	40	234444	4	4	27	33	24	1	2	42	4	4	2
7097	77	TOYO	CELI	RA29125933	1	2	3	41444	2443	3	13	444144	10	1	24	30	20	1	2	40	4	1	2
7098	77	VOLK	RABB	1773057320	1	3	2	41444	1444	1	5	144444	4	1	0	0	0	2	1	37	1	1	2
7099	77	VOLK	RABB	1773183884	1	2	3	23444	1444	2	25	414444	5	1	31	0	0	2	1	42	1	1	2
6100	76	AMC	HORN	A6A057C317475	1	3	3	41444	4144	2	15	234444	6	1	19	0	0	1	2	42	4	1	2
6101	76	AMC	PACE	A6A667A118689	2	3	3	33444	1444	3	15	144444	2	2	17	0	0	1	2	42	4	1	2
6102	76	BUIC	REGA	4J57C6Z115040	1	3	2	41444	2344	1	10	144444	8	2	20	24	16	1	2	40	4	2	2
6103	76	BUIC	CNTY	4H57J6Z122279	1	4	6	14444	4414	3	22	144444	4	4	14	19	13	1	2	42	4	1	2
6104	76	BUIC	LESA	4P57J6X119419	2	3	3	33434	1444	2	7	144444	3	1	0	17	0	1	2	12	4	1	2
6105	76	BUIC	RIVI	4Z87Y6H432244	2	2	3	41444	1444	1	8	414444	6	1	0	0	13	1	2	37	4	3	2
6106	76	CADI	FLEE	6B69S60226478	2	3	2	33444	1444	2	5	144444	2	2	0	0	0	1	2	42	4	4	2
6107	76	CADI	DEVI	6D47S6Q156852	2	3	3	32444	2344	2	16	144444	2	1	0	15	12	1	2	1	4	1	2
6108	76	CHEV	CHET	1B08I6Y112415	1	3	3	14444	1444	1	15	144444	4	1	0	0	0	1	2	42	4	2	2
6109	76	CHEV	STAW	1V15B6U256922	1	3	2	41444	2344	2	10	334444	2	1	26	0	0	1	2	37	4	3	2
6110	76	CHEV	STAW	1V15B6U242770	1	3	3	33334	4414	3	20	144444	6	1	20	22	17	1	2	37	4	3	2
6111	76	CHEV	NOVA	1X69D6W187357	1	3	3	44144	2344	3	15	243444	4	3	17	18	16	1	2	42	4	4	2
6112	76	CHEV	NOVA	1X69D6L100971	1	4	4	44441	4441	3	20	441444	4	2	19	20	16	1	2	40	4	3	2
6113	76	CHEV	CAMA	1S87Q6N528209	2	2	4	14344	4441	3	12	144444	4	3	0	16	12	1	2	37	4	1	2
6114	76	CHEV	MALI	1C37V6R407032	1	3	2	42434	4243	2	35	144444	2	1	11	13	0	1	2	25	4	1	2
6115	76	CHEV	MALI	1D29Q6Z449702	1	3	3	42444	2444	1	10	424444	2	2	18	19	14	1	2	1	5	1	2
6116	76	CHEV	MONT	1H57V6Z414830	2	2	2	41444	2443	1	5	144444	4	4	14	15	12	1	2	42	4	1	2
6117	76	CHEV	MALI	1D37V6R508461	1	3	2	44144	1444	3	30	144444	2	1	14	0	0	1	2	40	4	3	2
6118	76	CHEV	VETT	1Z37X6S413882	1	4	3	41444	1444	2	10	144444	6	4	13	15	10	1	2	42	4	4	2
6119	76	CHEV	STAW	1C35V6Z450874	1	3	3	14444	4441	3	27	144444	2	2	12	0	0	1	2	42	4	4	2
6120	76	CHEV	MONT	1H57U6Z407259	1	4	3	34424	2444	2	25	144444	4	1	15	0	0	1	2	35	4	1	2

APPENDIX B (CONT)

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
6121	76	CHEV	MONT	1H57U6Z407023	1	4	3	34344	4343	1	10	414444	4	2	11	13	9	1	2	35	4	2	2
6122	76	CHRY	CORD	SS22N6R311721	1	4	3	43434	3443	2	2	344344	4	1	0	0	0	2	1	14	1	1	2
6123	76	DODG	STAW	NL45C6B445845	1	3	4	32444	1444	3	30	414444	4	2	0	20	0	1	2	15	4	1	2
6124	76	DODG	STAW	NL45G6B331301	1	3	4	41444	2443	1	6	414444	4	3	14	15	13	2	1	37	1	1	2
6125	76	DODG	ASPE	NP41G6F292011	1	3	4	33344	3434	1	11	144444	8	1	15	18	12	1	2	42	4	3	2
6126	76	DODG	STAW	NH45C6B436027	1	3	3	43344	4144	1	8	343444	2	1	17	18	15	1	2	42	4	2	2
6127	76	FORD	STAW	6X12Y279784	1	3	2	44144	1344	2	5	144444	6	1	20	0	0	1	2	42	4	2	2
6128	76	FORD	STAW	6X12Y190624	1	3	4	44433	4414	2	30	444144	2	1	26	28	24	1	2	42	4	2	1
6129	76	FORD	MUST	6F03Z112418	2	2	2	23444	4441	1	12	144444	3	1	0	20	0	1	2	42	4	1	2
6130	76	FORD	GRAN	6W81L128096	1	4	4	14344	4414	3	25	144444	6	1	0	15	14	1	2	42	4	3	2
6131	76	FORD	GRAN	6W81F205773	1	4	2	33344	4144	1	22	414444	2	1	0	0	16	1	2	42	4	1	2
6132	76	FORD	GRAN	6W81F187677	2	3	1	44144	4144	3	27	414444	4	1	12	0	0	1	2	1	4	4	2
6133	76	FORD	GRAN	6W83H304885	2	2	2	44144	4243	3	30	432444	4	1	0	14	11	1	2	40	4	4	2
6134	76	FORD	TORI	6H27H122679	2	1	5	44144	1444	2	4	144444	5	1	0	0	16	1	2	42	4	1	2
6135	76	FORD	GRAN	6W83H279277	2	2	1	32444	4144	1	7	144444	2	1	0	0	0	1	2	42	4	4	2
6136	76	FORD	LTD	6P66S140488	1	3	2	41444	4342	1	12	144444	2	1	0	0	0	1	2	41	4	1	2
6137	76	FORD	STAW	6J74S115163	2	2	4	44144	4144	2	12	414444	2	1	0	0	12	1	2	33	4	1	2
6138	76	LINC	CONT	6Y81A882437	1	3	3	41444	1444	1	19	414444	4	1	7	11	7	1	2	33	4	1	2
6139	76	MERC	COME	6K31F535047	1	3	3	23444	2344	3	10	234444	2	1	0	17	0	1	2	42	4	3	2
6140	76	MERC	COUG	6A93H549617	1	3	2	41444	4144	2	10	441444	2	1	12	16	11	1	2	28	4	4	2
6141	76	MERC	COUG	6A93S571147	1	3	3	41444	1444	1	9	144444	6	1	0	0	0	1	2	33	4	4	2
6142	76	OLDS	CUTL	3G29F6R168486	1	3	3	34144	1444	3	8	144444	2	1	0	0	13	1	2	42	4	3	2
6143	76	OLDS	SPRM	3J29R6R184191	1	3	3	44414	4441	2	5	414444	2	1	19	21	12	1	2	42	4	1	2
6144	76	OLDS	SPRM	3M57R6R169149	1	3	3	14444	1444	3	25	144444	3	4	14	0	0	1	2	42	4	4	2
6145	76	OLDS	STAW	3J35R6D119277	1	4	2	41444	4441	1	5	144444	4	1	0	0	0	1	2	6	4	1	2
6146	76	OLDS	ROYA	3N39T6X126702	1	4	2	41444	4144	1	6	144444	2	1	9	17	7	1	2	6	4	3	2
6147	76	PLYM	VOLA	HH41C6B131503	1	3	4	23444	1444	3	27	243444	10	1	17	19	16	1	2	37	4	1	2
6148	76	PLYM	VOLA	HL29G6B131911	1	3	4	42344	2344	2	10	243444	4	2	0	0	13	1	2	22	5	1	2
6149	76	PLYM	VOLA	HP29G68359226	1	3	4	33444	4144	2	15	144444	4	1	0	0	0	1	2	40	4	2	2
6150	76	PLYM	STAW	HL45K68214400	1	3	2	44144	4144	2	8	441444	6	1	11	14	0	1	2	42	4	4	2
6151	76	PONT	VENT	2Y17D6T107001	1	3	3	41444	1444	1	15	144444	6	2	18	20	16	1	2	14	4	2	2
6152	76	PONT	GRNP	2J57M6P223745	1	3	3	41444	4144	2	18	414444	2	1	0	18	0	1	2	6	4	3	2
6153	76	PONT	CATA	2L69N6X134739	1	3	3	14444	3434	1	2	144444	12	1	0	0	0	1	2	42	4	1	2
6154	76	PONT	CATA	2L69N6X120723	1	3	5	14444	1444	2	15	144444	8	1	0	19	0	1	2	42	4	2	2
6155	76	DATS	B210	HLB210728669	1	3	5	44414	1444	2	5	144444	4	4	0	0	0	2	1	6	2	1	2
6156	76	DATS	B210	HLB210911495	1	4	4	24344	1444	1	5	144444	4	1	30	0	0	2	1	42	1	1	2
6157	76	DATS	STAW	HL610884741	1	3	3	14444	4144	1	1	441444	4	1	18	0	0	2	1	42	1	1	2
6158	76	FIAT	X1/9	128AS0050387	1	3	3	43144	1344	2	10	144444	4	1	20	0	0	1	2	42	4	2	2
6159	76	HOND	CVCC	SGE2025839	1	3	2	34434	3443	1	10	334444	2	2	35	41	30	2	1	32	1	1	1
6160	76	TOYO	CORO	TE51533222	1	3	4	14444	2344	2	15	144444	6	4	28	0	0	2	1	40	1	1	2

APPENDIX B (CONT)

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
6161	76	TOYO	CORO	TE31101021	1	3	3	14344	1344	2	15	144444	5	1	27	30	0	2	1	42	1	1	2
6162	76	TOYO	CELI	RA29034485	1	3	5	23444	2443	3	8	234444	2	1	25	0	0	2	1	42	1	1	2
6163	76	VOLK	SEDA	1162060194	2	2	3	14444	3333	3	18	234444	2	1	23	0	0	2	1	37	1	1	2
6164	76	VOLK	RABB	1763018217	2	2	3	44441	1444	1	14	144444	2	2	29	33	25	2	1	42	1	1	2
5165	75	AMC	HORN	A5C037A162929	1	4	3	44144	1444	1	5	144444	4	1	12	0	0	1	2	40	4	1	2
5166	75	AMC	STAW	A5A887H260359	2	2	3	41444	1444	1	8	144444	6	1	0	16	12	1	2	6	4	1	2
5167	75	BUIC	SKYL	4B27C5L104254	1	4	3	33444	3443	1	5	334444	4	1	0	26	0	1	2	42	4	2	2
5168	75	BUIC	CNTY	4H57J5Z100854	1	4	2	41444	1444	1	8	144444	2	1	0	0	0	1	2	9	4	3	2
5169	75	BUIC	RIVI	4Z87T5H538422	1	4	4	44414	4414	3	10	414444	30	1	0	17	13	1	2	42	5	4	2
5170	75	CADI	DEVI	6D47S5Q145721	2	2	3	44144	1444	1	5	144444	10	1	12	0	0	1	2	42	4	1	2
5171	75	CHEV	STAW	1V15B5U264454	1	4	3	34434	3443	2	20	414444	6	3	0	0	0	1	2	33	4	3	2
5172	75	CHEV	VEGA	1V1SB5U194800	1	4	3	14344	3144	2	12	144444	5	1	22	0	0	1	2	42	4	3	2
5173	75	CHEV	CAMA	1Q87D5N585922	1	4	4	44144	4414	2	15	144444	5	2	0	0	18	1	2	42	4	1	2
5174	75	CHEV	NOVA	1Y27G5L110497	1	4	3	44144	1444	2	6	144444	3	1	0	0	0	1	2	42	4	1	2
5175	75	CHEV	MALI	1D37H5R403582	1	4	2	33244	4441	1	15	144444	2	1	0	0	0	1	2	20	4	1	2
5176	75	CHEV	MONT	1H57H5Z450477	1	4	3	44144	4314	1	10	144444	4	1	0	15	13	1	2	29	4	1	2
5177	75	CHEV	IMPA	1L69H5J157662	2	3	4	41444	1444	1	8	144444	4	1	0	0	0	1	2	42	4	1	2
5178	75	CHEV	IMPA	1L47H5J181406	1	4	2	41444	4144	1	15	314444	5	1	0	16	11	1	2	42	4	1	2
5179	75	CHEV	STAW	1K35U5S136645	2	3	4	44144	4144	3	25	441444	8	2	0	14	11	1	2	42	4	1	2
5180	75	CHEV	STAW	1L45U51Z07100	1	4	3	44414	4414	3	30	144444	4	1	12	0	0	1	2	42	4	3	2
5181	75	CHRY	CORD	SS22K5R310047	2	2	4	14444	4414	1	15	144444	4	2	15	0	0	1	2	14	4	1	2
5182	75	DODG	SWIN	LH23C5G115021	1	3	4	14444	1444	1	6	441444	10	1	23	0	0	1	2	42	4	4	2
5183	75	DODG	CORO	WH41G5A116047	1	4	2	41444	4144	1	7	144444	4	1	0	0	0	1	2	37	4	1	2
5184	75	FORD	GRAN	5W81L128893	1	4	3	42444	2344	1	12	244444	2	1	0	0	0	1	2	41	4	1	2
5185	75	FORD	MUST	5F04Z172728	2	2	5	14444	4414	2	10	144444	12	2	0	0	0	1	2	42	4	1	2
5186	75	FORD	GRAN	5E82L134780	2	3	3	14444	3144	2	7	144444	4	1	0	0	0	1	2	42	4	1	2
5187	75	FORD	MAVE	5K92F179392	2	3	3	33334	4414	3	35	144444	5	1	0	0	15	1	2	42	4	2	2
5188	75	FORD	ELIT	5G21H107611	2	3	3	44144	1444	3	30	144444	6	1	12	0	0	1	2	42	4	1	2
5189	75	FORD	LTD	5P66S102753	1	4	3	14344	4144	3	25	441444	2	1	10	0	0	1	2	28	4	1	2
5190	75	FORD	LTD	5J68S111738	1	4	4	14444	1444	3	15	144444	2	1	14	0	0	1	2	42	4	3	2
5191	75	FORD	LTD	5P63S127336	2	4	4	34144	1444	3	28	144444	8	1	0	14	7	1	2	42	4	1	2
5192	75	LINC	CONT	5Y81A823325	2	3	3	13444	1444	3	8	144444	6	2	9	0	0	1	2	6	4	1	2
5193	75	MERC	MONA	6W37H505190	1	4	1	41444	4144	1	10	144444	2	1	0	0	0	1	2	35	4	1	2
5194	75	MERC	MARQ	5Z66S578285	2	2	2	43344	3434	2	35	441444	8	1	0	0	0	1	2	35	4	1	2
5195	75	OLDS	CUTL	3G37F5R125397	1	4	2	34434	4343	1	15	144444	2	2	0	0	0	1	2	6	4	1	2
5196	75	OLDS	SPRM	3J57K5R168511	1	4	3	44144	1444	2	9	414444	5	1	0	0	0	1	2	42	4	1	2
5197	75	OLDS	CUTL	3J57K5R162613	1	4	2	44334	4441	2	12	144444	2	1	0	0	0	1	2	22	4	1	2
5198	75	OLDS	ROYA	3N39T5X136197	1	4	3	33444	4144	2	25	343444	4	3	12	12	11	1	2	42	4	2	1
5199	75	PLYM	VALI	VL41C5B269229	1	3	2	31444	2344	3	10	144444	4	1	0	0	14	1	2	42	4	2	2
5200	75	PLYM	FURY	RH41G5A229486	1	4	4	44144	4144	2	20	144444	2	1	0	0	0	1	2	42	4	2	2

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
5201	75	PLYM	GRNF	PP29K5D161185	1	4	3	33444	1444	1	4	343444	2	2	0	0	0	1	2	42	4	1	2
5202	75	PONT	LEMA	2G37M5P145822	1	4	3	41444	4144	2	5	414444	4	3	0	18	0	1	2	33	4	1	2
5203	75	PONT	LEMA	2G37M5G110031	1	4	5	34144	4414	3	20	144444	8	1	14	0	0	1	2	40	4	1	2
5204	75	PONT	CATA	2L57R5X146516	1	4	3	31444	4414	3	15	144444	5	4	0	0	0	1	2	42	4	1	1
5205	75	DATS	B210	HLB210083954	1	4	5	44144	1444	3	20	144444	3	1	20	0	0	2	1	42	1	1	2
5206	75	DATS	610	HL610044492	1	4	2	33444	3344	1	2	343444	4	1	0	0	0	2	1	42	1	1	2
5207	75	FIAT	SPID	124CS10100974	1	4	3	43424	3444	3	27	144444	4	4	24	0	0	2	1	42	2	1	2
5208	75	HOND	CVCC	SGC1027622	2	3	3	41444	1444	1	10	144444	2	2	0	0	0	2	1	37	1	1	2
5209	75	MAZD	808	SSN3A139504	1	4	3	33444	1444	2	20	144444	2	2	0	0	0	1	2	37	4	2	2
5210	75	TOYO	CORO	TE31012524	2	2	5	33434	1444	2	12	144444	4	4	18	0	18	2	1	40	1	1	2
5211	75	TOYO	CORO	RT105003107	1	4	3	44144	1444	2	10	134444	4	1	19	0	0	2	1	42	1	1	2
5212	75	VOLK	RABB	1753109017	1	4	3	33444	1444	2	20	144444	4	1	0	0	0	1	2	42	4	1	2
5213	75	VOLK	SEDA	1152142453	2	3	2	44144	1444	1	7	144444	3	3	0	0	0	2	1	15	2	1	2
6322	76	BUIC	REGA	4J57H6Z102668	2	2	6	44433	4414	3	30	144444	40	1	14	0	0	1	2	42	4	1	1
6323	76	OLDS	NNTY	3V39T6M188409	1	4	6	44414	4414	3	20	414444	4	1	0	16	0	1	2	25	4	1	2
5324	75	PLYM	GRNF	PH23K5D209841	1	3	5	14444	4433	2	10	334444	10	1	0	14	0	1	2	42	4	3	1
6325	76	OLDS	NNTY	3V39T6M294217	1	3	6	14444	4414	1	20	144444	25	1	0	14	0	1	2	42	4	1	2
5326	75	DATS	710	JHL710051644	1	4	5	34344	1444	1	10	144444	2	1	27	0	0	2	1	42	1	1	2
6327	76	CHRY	NEWP	CL41K60148065	1	3	6	14444	4414	3	10	144444	5	1	0	20	0	1	2	41	4	2	2
5328	75	PONT	CATA	2L69R5X126443	2	2	2	44144	4144	2	7	144444	4	1	0	16	10	1	2	42	4	1	2
5329	75	FORD	LTD	5T63S131109	2	3	5	44144	4414	2	5	144444	10	1	0	11	0	1	2	37	4	1	2
5330	75	CHEV	MALI	1D37H5B599161	1	4	4	14444	4414	2	7	144444	8	1	0	15	11	1	2	42	4	1	2
6331	76	PLYM	VOLA	HP41G6F153160	1	3	6	14444	4414	3	30	144444	8	4	16	0	0	1	2	42	4	3	2
5332	75	CHEV	STAW	1D35H5Z401682	1	4	5	14344	1444	3	35	144444	11	1	15	0	0	1	3	42	4	3	2
5333	75	CADI	DEVI	6D47S5Q140264	1	3	5	14344	4414	3	25	144444	8	1	10	0	0	1	2	28	4	3	2
5334	75	CHEV	MALI	1D29H5Z422832	2	3	2	41444	4234	3	21	144444	3	2	12	18	12	1	2	40	4	3	2
6335	76	FORD	GRAN	GW81F123260	1	3	5	14444	1444	1	12	144444	6	1	0	0	0	1	2	42	4	2	2
5336	75	CHRY	NEWP	CL41U5C149874	2	3	2	44414	1444	1	3	441444	6	1	8	0	0	1	2	33	5	1	2
5337	75	OLDS	DELT	3N39K5M230951	1	4	4	14444	2343	3	13	144444	2	1	0	0	0	1	2	25	4	3	2
6338	76	FORD	TORI	6H31H122934	1	3	5	14434	4414	2	25	144444	10	1	0	0	0	1	2	1	5	2	2
6339	76	FORD	STAW	6J76A108314	1	3	5	44414	4414	1	35	144444	10	1	12	13	10	1	2	25	4	4	2
6340	76	VOLK	RABB	1763136816	1	3	5	24444	4414	1	6	444144	7	4	18	20	16	1	2	40	4	1	2
5341	75	FORD	LTD	5P63S114300	2	3	4	23444	4414	2	24	144444	6	4	13	0	0	1	2	42	4	1	2
5342	75	FORD	TORI	5A31S106298	1	4	5	14444	4414	3	20	144444	4	1	13	0	0	1	2	9	4	1	2
5343	75	FORD	TORI	5A27H154336	1	4	5	44414	4414	1	15	144444	3	1	12	0	0	1	2	25	4	1	2
5344	75	OLDS	STAW	3R35T5X127206	1	4	4	23444	2443	3	24	423444	2	4	0	0	0	1	2	42	4	4	2
5345	75	CHEV	IMPA	1L69H5J211578	1	4	4	44144	4144	1	7	441444	2	1	0	0	0	1	2	42	4	1	2
5346	75	MERC	MONA	5W34F522871	2	4	4	14444	1444	3	20	414444	2	3	0	0	0	1	2	42	4	1	2
5347	75	MERC	COME	5K31L550477	1	4	3	44414	1444	1	5	144444	4	1	20	0	0	1	2	42	4	1	2
5348	75	CADI	DEVI	6D47S5Q164918	1	4	4	44414	4432	1	6	441444	2	1	14	0	0	1	2	9	4	4	2

APPENDIX B (CONT)

LISTING OF VEHICLE USAGE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	VIN	QUESTIONNAIRE NUMBER																		
					1	2	3	4	5	6		7	8	9	10			22	23	24		25	26
								ABCDE	ABCD	A	B	ABCDEF			A	B	C			A	B		
6349	76	FORD	LTD	6P63S115080	1	4	6	14444	1344	1	7	144444	3	1	15	0	0	1	2	42	4	4	2
5350	75	PONT	CATA	2L69R5X131436	1	4	5	34424	3424	3	20	144444	2	1	0	15	11	1	2	37	4	1	1
5351	75	PLYM	DUST	VH29G5B245646	1	4	6	44414	4414	1	20	144444	5	4	21	0	0	1	2	25	4	2	2
6352	76	CHEV	C10	CCL146J147842	1	3	3	14444	1444	3	25	414444	2	1	0	0	0	2	1	9	4	1	2
8353	78	FORD	F250	F25BKAJ6995	1	1	3	41444	2344	1	5	144444	2	1	0	0	0	2	1	35	1	1	2
7354	77	DODG	B100	B11AE7Q186901	1	1	2	44144	1444	1	6	414444	4	3	15	19	14	1	5	33	1	1	2
7355	77	FORD	F150	F15HRZ03581	1	2	3	33334	1444	1	6	144444	4	1	0	0	7	2	1	42	1	1	2
6356	76	FORD	F100	F10HLB86635	1	4	2	33334	4243	1	5	144444	4	1	12	0	0	1	2	35	4	1	2
6357	76	DODG	B100	B11AF6X045996	1	3	3	33444	4144	2	25	441444	8	1	0	8	0	1	2	42	4	3	2
8358	78	FORD	F150	F15BLBB7708	1	1	2	44414	4441	1	8	444414	2	1	16	0	0	2	1	42	1	1	2
7359	77	PLYM	PB10	BB2BE7X028060	1	2	2	44433	3442	1	4	441444	4	3	0	13	0	2	1	9	1	1	1
7360	77	CHEV	C10	CCD147F480992	1	2	2	41444	1444	1	5	144444	6	1	18	0	0	1	2	22	4	1	2
7361	77	FORD	F250	F25JK022278	1	2	3	14444	3244	1	9	334444	3	1	10	0	0	2	1	42	1	1	2
7362	77	CHEV	C10	CCD447F396272	1	2	2	42344	2443	3	8	144444	2	1	15	17	14	2	1	40	1	1	2
7363	77	FORD	E240	E23JH217067	1	1	1	41444	1444	1	7	144444	3	2	8	0	0	2	1	42	1	1	2
7364	77	DODG	B100	B11AE7X023488	2	2	3	33444	1444	2	7	414444	3	1	13	0	0	1	2	40	4	1	2
5365	75	FORD	E150	E14BHW64569	2	3	3	41444	1444	2	10	144444	10	1	14	0	0	2	1	42	1	1	2
6366	76	CHEV	G20	CGL256U178625	1	3	4	24434	2443	1	8	424444	4	1	13	0	0	2	1	40	1	1	2
5367	75	FORD	E100	E04BHW81665	2	3	3	33444	1444	2	10	414444	3	1	0	0	0	1	2	42	4	1	1
7368	77	CHEV	C20	CCS247J114989	1	3	3	14444	4441	3	35	414444	3	1	12	0	0	2	1	33	1	1	2
5369	75	FORD	F250	F25MCX10175	1	4	4	44414	4441	3	25	144444	3	1	13	0	0	2	1	42	1	1	1
7370	77	GMC	C250	TCL247B502200	1	3	2	44414	4441	3	18	442443	2	1	14	0	0	2	1	40	1	1	2
5371	75	CHEV	G10	CGQ155U190518	1	4	5	44414	1444	1	5	414444	4	1	12	14	10	1	2	1	4	4	2
5372	75	FORD	E140	E14BHW91169	1	4	4	43334	3443	1	5	234444	6	1	17	0	0	2	1	42	1	1	2
6373	76	DODG	B100	B21BD6X152142	1	3	4	43424	4441	2	12	442443	2	3	11	12	10	2	1	42	1	1	2
7374	77	GMC	C250	TCL247J500794	1	3	3	44414	1444	1	7	144444	2	1	12	15	8	2	1	40	1	1	2
6375	76	CHEV	C20	CCL246J108080	1	3	2	41444	1444	2	18	144444	2	1	0	0	0	2	1	37	1	1	2
7376	77	CHEV	C10	CCL447F329714	1	3	4	41444	2344	1	6	144444	4	2	13	14	12	2	1	35	1	1	2
7377	77	DODG	B200	B21BE7K184748	1	1	3	44432	2344	1	5	342444	2	1	0	0	0	2	1	40	1	1	2
5378	75	FORD	F250	F25YRX25552	1	4	3	23444	1444	1	5	144444	4	1	0	0	0	2	1	40	1	1	2
5379	75	FORD	F150	F15MLW05087	2	2	6	44441	1444	1	12	444144	3	1	11	0	0	2	1	37	1	1	2
8380	78	FORD	F250	F25SKAG8691	1	2	3	41444	1444	3	18	144444	2	1	10	0	0	2	1	42	1	1	2
6381	76	FORD	F250	F25MPA50392	1	4	3	44433	4442	1	5	434443	2	1	6	0	0	2	1	42	1	1	2

APPENDIX C - LISTING OF VEHICLE MAINTENANCE DATA

Legend

VEH. NO. - Vehicle number
YR - Model year
MAKE - Vehicle make
MODL - Vehicle model
VIN - Vehicle identification number

The questionnaire numbers in Appendix C are listed below as the questions appeared on the four-page questionnaire presented to vehicle owners along with the possible responses to each inquiry.

11) Do you now experience any engine performance problems with this vehicle?

a)	Hard starting	1 (yes)	2 (no)
b)	Stalling	1 (yes)	2 (no)
c)	Rough Idle	1 (yes)	2 (no)
d)	Engine misfiring	1 (yes)	2 (no)
e)	Poor acceleration	1 (yes)	2 (no)
f)	Stumbling	1 (yes)	2 (no)
g)	Dieseling (after-run)	1 (yes)	2 (no)
h)	Other	1 (yes)	2 (no)
i)	Major problems non-existant	1 (yes)	2 (no)

12) Overall, are you reasonably satisfied with the engine performance of this vehicle?

1 (yes)
2 (most of the time)
3 (no)

13) How long ago was the last oil change?

1 (too new not due)
2 (due but not yet done)
3 (0-6 months ago)
4 (6-12 months ago)
5 (over 1 year ago)
6 (don't know)

14) How often is this vehicle tuned-up?

1 (no tune-up yet)
2 (per mfrs. recommendation)
3 (every 6 months)
4 (every year)
5 (less often)
6 (don't know)

15) How long ago was the last tune-up?

1 (too new not due)
2 (due but not done)
3 (0-6 months)
4 (6-12 months)
5 (over 1 year)
6 (don't know)

16) Who performed this tune-up?

1 (no tune-up)
2 (dealer)
3 (independent garage)
4 (tune-up clinic)
5 (yourself)
6 (don't know)

17) Approximately, how much did the tune-up cost?
(Try to exclude other work done at the same time).

____

1 (no tune-up)
2 (don't know)

18) Would you consider the vehicle has been maintained in accordance with the manufacturer's recommendations?

1 (yes)
2 (no)
3 (not sure)
4 (don't know)

19) If you purchased the vehicle under warranty, how many times has it been returned for warranty repairs?

1 (no warranty)
2 (never returned)
3 (once)
4 (twice)
5 (3 or more)
6 (don't know)

20) Was the vehicle returned under warranty for the correction of any driveability problems? (examples in question 11)

1 (no warranty)
2 (never returned)
3 (yes)
4 (no)

21) How long ago was it returned under warranty for the correction of any driveability problems? (examples in question 11)

1 (no warranty)
2 (never returned)
3 (0-3 months)

4 (3-6 months)
5 (over 6 months)
6 (don't know)

27) Has the vehicle ever had major damage in any of the following areas?

a)	Engine	1 (yes)	2 (no)
b)	Cooling system	1 (yes)	2 (no)
c)	Fuel system	1 (yes)	2 (no)
d)	Exhaust system	1 (yes)	2 (no)
e)	Undamaged	1 (yes)	2 (no)
f)	Don't know	1 (yes)	2 (no)

28) Has this vehicle ever been modified by the installation of high performance equipment (cams, headers, carburetor's, ignition parts, transmission shift kits, etc.)?

1 (yes)
2 (no)
3 (don't know)

29) Has the catalytic converter ever been replaced on this vehicle?

1 (no catalyst)
2 (yes)
3 (no)
4 (don't know)

30) Was this vehicle tested in last year's program? (Numbers are last year's Vehicle Number)

1 (yes)
2 (no)

31) Was any maintenance performed since the last test?

1 (yes)
2 (no)
3 (not tested)

32) What type of maintenance was performed?

1 (warranty)
2 (tune-up)
3 (none)
4 (not tested)

33) How much did the maintenance cost?

______

1 (no maintenance)
2 (don't know)
3 (not tested)

34) Who performed the maintenance?

1 (no maintenance)
2 (dealer)
3 (independent garage)
4 (tune-up clinic)
5 (yourself)
6 (not tested)

35) Do you accurately keep records of the fuel economy on this vehicle?

1 (yes)
2 (no)

36) Are you concerned with the fuel economy of this vehicle?

1 (yes)
2 (no)

APPENDIX C

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

VEH. NO.	YR	MAKE	MODL	QUESTIONNAIRE NUMBER																				
				11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
8001	78	BUIC	REGA	222211222	2	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8002	78	BUIC	ELEC	222212222	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8003	78	CADI	DEVI	111222222	1	6	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8004	78	CHEV	NOVA	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8005	78	CHEV	NOVA	222222221	3	1	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4	3	6	1	1
8006	78	CHEV	NOVA	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
8007	78	CHEV	MONT	212221222	1	1	1	1	1	1	4	4	3	3	222212	2	3	NO	3	4	3	6	1	1
8008	78	CHEV	IMPA	222222212	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8009	78	DODG	ASPE	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8010	78	FORD	GRAN	222222221	1	1	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	1	1
8011	78	FORD	GRAN	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8012	78	FORD	LTD2	212222222	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	2
8013	78	FORD	LTD	222222221	1	2	1	2	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
8014	78	MERC	MONA	222222221	1	2	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8015	78	MERC	MARQ	222222221	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
8016	78	OLDS	CUTL	122222222	1	1	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
8017	78	OLDS	CUTL	222222221	3	1	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
8018	78	OLDS	DELT	122222222	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
8019	78	PLYM	VOLA	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8020	78	PONT	LEMA	112222222	1	1	1	1	1	1	1	4	3	3	222212	2	3	NO	3	4	3	6	1	1
8021	78	PONT	LEMA	222212222	1	1	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	1	1
8022	78	DATS	B210	221222122	1	1	1	1	1	1	1	2	2	2	222212	2	1	NO	3	4	3	6	1	1
8023	78	TOYO	CORO	222222221	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
8024	78	VOLK	RABB	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	1	NO	3	4	3	6	1	1
7025	77	AMC	STAW	221222222	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
7026	77	AMC	STAW	221121222	2	3	2	3	2	9	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7027	77	BUIC	SKYL	222112122	1	3	3	3	2	60	2	5	3	4	222212	2	3	NO	3	4	3	6	2	1
7028	77	BUIC	CNTY	222222221	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7029	77	BUIC	REGA	112221222	1	3	4	4	5	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
7030	77	BUIC	LESA	222222221	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7031	77	BUIC	RIVI	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
7032	77	CADI	ELDO	222222221	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	2
7033	77	CADI	DEVI	222221222	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	2
7034	77	CADI	DEVI	221212222	3	3	4	3	2	0	1	5	3	3	222212	2	3	NO	3	4	3	6	1	2
7035	77	CHEV	CHET	222222221	1	1	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4	3	6	1	1
7036	77	CHEV	STAW	222222221	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
7037	77	CHEV	MONZ	122121122	2	3	1	1	1	1	1	5	3	4	222212	2	3	NO	3	4	3	6	1	1
7038	77	CHEV	STAW	222222221	1	3	1	1	1	1	1	4	3	5	222212	2	3	NO	3	4	3	6	2	1
7039	77	CHEV	NOVA	221222222	1	3	1	1	1	1	1	4	3	5	222212	2	3	NO	3	4	3	6	2	1
7040	77	CHEV	CAMA	222222221	1	4	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1

APPENDIX C (CONT)

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

				QUESTIONNAIRE NUMBER																				
VEH. NO.	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
7041	77	CHEV	NOVA	222222221	1	3	3	3	2	60	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
7042	77	CHEV	NOVA	221222222	1	3	1	2	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
7043	77	CHEV	CONC	222222221	1	3	1	2	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
7044	77	CHEV	MONT	222222122	2	1	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7045	77	CHEV	MONT	222222221	1	3	4	2	1	1	2	5	4	2	222212	2	3	NO	3	4	3	6	2	2
7046	77	CHEV	NOVA	111111122	3	3	3	3	5	5	1	5	3	4	222212	2	3	NO	3	4	3	6	2	1
7047	77	CHEV	MALI	222222221	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	1	1
7048	77	CHEV	IMPA	222222122	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
7049	77	CHEV	IMPA	222212222	1	4	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7050	77	CHEV	CAPR	222222221	1	3	2	3	3	42	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
7051	77	CHRY	NEWY	222222221	1	3	2	3	2	0	1	5	3	3	222212	2	3	NO	3	4	3	6	2	1
7052	77	DODG	STAW	122222122	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	2
7053	77	DODG	ASPE	111111222	3	1	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
7054	77	DODG	CHAR	222222221	1	3	4	3	3	30	1	5	3	3	222212	2	3	NO	3	4	3	6	2	2
7055	77	FORD	STAW	221222122	1	3	2	3	2	38	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
7056	77	FORD	MUST	222222122	1	1	1	1	1	1	1	4	3	4	222212	2	3	NO	3	4	3	6	2	1
7057	77	FORD	MUST	221222222	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
7058	77	FORD	MACH	222222212	1	3	3	3	2	2	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
7059	77	FORD	GRAN	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
7060	77	FORD	GRAN	222222221	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	1	1
7061	77	FORD	GRAN	222212222	3	3	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4	3	6	1	1
7062	77	FORD	THND	122222222	1	1	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
7063	77	FORD	GRAN	222222221	1	3	3	3	3	30	1	1	1	1	222212	2	3	NO	3	4	3	6	2	2
7064	77	FORD	LTD2	222222221	1	3	3	3	4	2	1	5	4	2	222212	2	2	NO	3	4	3	6	2	2
7065	77	FORD	LTD2	222112222	2	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
7066	77	FORD	LTD2	222212222	2	3	3	3	2	2	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
7067	77	FORD	STAW	222212222	2	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
7068	77	LINC	CONT	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
7069	77	MERC	MONA	121222222	3	3	1	1	1	1	1	5	3	5	222212	2	3	NO	3	4	3	6	2	1
7070	77	MERC	MONA	222222221	1	3	2	3	2	0	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
7071	77	MERC	COUG	222222122	1	2	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
7072	77	OLDS	SPRM	221212222	1	3	4	3	3	17	2	4	3	5	222212	2	3	NO	3	4	3	6	2	1
7073	77	OLDS	STAR	221222122	1	3	3	4	2	2	1	5	3	5	222212	2	3	NO	3	4	3	6	1	1
7074	77	OLDS	CUTL	222222221	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	1	2
7075	77	OLDS	SPRM	222222221	1	3	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4	3	6	2	1
7076	77	OLDS	DELT	222222221	1	3	1	1	1	1	1	5	4	2	222212	2	3	NO	3	4	3	6	1	1
7077	77	OLDS	ROYA	221221222	1	3	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4	3	6	1	1
7078	77	OLDS	ROYA	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
7079	77	PLYM	STAW	222222221	1	3	2	3	2	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
7080	77	PLYM	STAW	222222221	1	3	3	3	2	0	1	4	3	3	222212	2	2	NO	3	4	3	6	1	1

APPENDIX C (CONT)

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

VEH.				QUESTIONNAIRE NUMBER																				
NO.	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
7081	77	PLYM	VOLA	212222222	2	3	3	3	2	15	1	5	3	5	222212	2	3	NO	3	4		3	6	1	2
7082	77	PLYM	FURY	211212222	1	3	1	2	1	1	1	5	4	2	222212	2	3	NO	3	4		3	6	1	2
7083	77	PONT	VENT	222221222	1	3	3	3	2	28	1	3	4	2	222212	2	3	NO	3	4		3	6	1	1
7084	77	PONT	FIRE	222222221	1	3	1	1	1	1	1	4	3	4	222212	2	3	NO	3	4		3	6	2	1
7085	77	PONT	VENT	121212122	1	3	1	1	1	1	1	5	3	3	222212	2	3	NO	3	4		3	6	2	1
7086	77	PONT	VENT	222222221	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4		3	6	2	1
7087	77	PONT	GRNP	122222222	1	3	2	3	5	31	1	5	4	2	222212	2	3	NO	3	4		3	6	2	1
7088	77	PONT	STAW	222222122	1	3	1	2	1	1	1	4	4	2	222212	2	3	NO	3	4		3	6	2	2
7089	77	DATS	F10	221222222	3	3	4	3	2	57	1	4	3	3	222212	2	3	NO	3	4		3	6	2	1
7090	77	DATS	B210	222222221	1	3	3	3	5	2	1	3	4	2	222212	2	3	NO	3	4		3	6	2	1
7091	77	DATS	200S	222222221	1	3	3	4	2	0	1	2	2	2	222212	2	3	NO	3	4		3	6	1	1
7092	77	HOND	CVCC	222222221	1	3	3	3	5	18	1	3	4	2	222212	2	1	NO	3	4		3	6	2	1
7093	77	HOND	ACCO	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	1	NO	3	4		3	6	1	2
7094	77	TOYO	CORO	221121222	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4		3	6	1	1
7095	77	TOYO	CORO	222222221	1	3	2	3	2	87	1	2	2	2	222212	2	3	NO	3	4		3	6	1	1
7096	77	TOYO	CELI	222212222	1	3	3	3	2	40	1	5	3	5	222212	2	3	NO	3	4		3	6	2	1
7097	77	TOYO	CELI	222121222	1	3	1	1	1	1	1	5	3	4	222212	2	3	NO	3	4		3	6	2	1
7098	77	VOLK	RABB	222222221	1	1	1	1	1	1	1	2	2	2	222212	2	1	NO	3	4		3	6	2	1
7099	77	VOLK	RABB	222222221	1	3	3	3	2	0	1	5	4	2	222212	2	1	NO	3	4		3	6	2	1
6100	76	AMC	HORN	222122222	1	3	2	3	3	40	1	3	4	2	222212	2	1	6018	1	2	40	3	1	2
6101	76	AMC	PACE	222222221	1	3	3	3	3	100	1	3	3	5	222212	2	1	NO	3	4		3	6	1	1
6102	76	BUIC	REGA	222222122	1	3	1	1	1	1	2	4	4	2	222212	2	3	NO	3	4		3	6	1	1
6103	76	BUIC	CNTY	222111112	1	3	2	3	4	30	1	2	2	2	222212	2	3	NO	3	4		3	6	1	1
6104	76	BUIC	LESA	222221222	1	3	4	4	3	2	1	2	2	2	222212	2	3	NO	3	4		3	6	2	2
6105	76	BUIC	RIVI	222222221	1	1	4	4	6	2	3	1	1	1	222212	2	3	NO	3	4		3	6	2	1
6106	76	CADI	FLEE	222221122	1	3	4	4	2	2	1	2	2	2	222212	2	3	NO	3	4		3	6	2	1
6107	76	CADI	DEVI	222222221	1	3	1	2	1	1	1	2	2	2	222212	2	3	NO	3	4		3	6	2	2
6108	76	CHEV	CHET	122222222	1	3	4	4	3	40	1	4	4	2	222212	2	3	NO	3	4		3	6	2	1
6109	76	CHEV	STAW	222222221	1	3	4	3	3	2	1	4	4	2	222212	2	3	NO	3	4		3	6	2	1
6110	76	CHEV	STAW	122212222	1	3	2	3	2	55	1	5	3	4	222212	2	3	6024	1	2	55	2	1	1
6111	76	CHEV	NOVA	222221222	1	3	3	4	2	28	1	5	3	5	222212	2	3	NO	3	4		3	6	1	1
6112	76	CHEV	NOVA	222222221	1	3	4	5	5	5	1	3	4	2	222212	2	3	NO	3	4		3	6	2	2
6113	76	CHEV	CAMA	222222221	1	3	6	6	6	2	4	1	1	1	222212	2	3	NO	3	4		3	6	1	1
6114	76	CHEV	MALI	222222221	1	3	4	3	5	15	1	3	4	2	222212	2	3	6023	1	2	15	5	2	1
6115	76	CHEV	MALI	222212222	1	3	4	4	2	0	1	4	4	2	222212	2	3	NO	3	4		3	6	2	1
6116	76	CHEV	MONT	222212222	1	3	2	1	1	1	1	1	1	1	222212	2	3	NO	3	4		3	6	2	1
6117	76	CHEV	MALI	222222221	1	3	4	3	2	80	1	3	4	2	222212	2	3	NO	3	4		3	6	2	2
6118	76	CHEV	VETT	122222222	1	3	3	3	2	80	1	5	3	5	222212	2	3	NO	3	4		3	6	1	1
6119	76	CHEV	STAW	222222221	1	3	4	4	5	2	1	5	3	5	222212	2	3	6022	1	2	2	5	1	1
6120	76	CHEV	MONT	222222221	1	3	1	2	1	1	1	5	4	2	222212	2	3	NO	3	4		3	6	1	2

APPENDIX C (CONT)

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

				QUESTIONNAIRE NUMBER																				
VEH. NO.-	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
6121	76	CHEV	MONT	222222221	1	3	2	3	2	35	1	2	2	2	222212	2	3	6025	1	2	35	2	1	1
6122	76	CHRY	CORD	212222222	1	3	1	2	1	1	1	3	4	2	222212	2	1	NO	3	4	3	6	2	2
6123	76	DODG	STAW	212211222	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
6124	76	DODG	STAW	222222221	1	3	4	3	5	8	1	2	2	2	222212	2	1	6029	1	2	8	5	1	1
6125	76	DODG	ASPE	212211222	2	3	4	3	3	2	1	5	3	5	222212	2	3	NO	3	4	3	6	1	1
6126	76	DODG	STAW	122221222	1	3	2	3	2	32	1	5	3	5	222212	2	3	6030	1	2	32	2	1	1
6127	76	FORD	STAW	222222122	1	3	4	3	3	45	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
6128	76	FORD	STAW	212222222	1	3	3	3	3	2	1	2	2	2	222212	2	3	NO	3	4	3	6	1	2
6129	76	FORD	MUST	222222221	1	3	4	4	5	2	1	1	1	1	222212	2	3	NO	3	4	3	6	2	1
6130	76	FORD	GRAN	212222122	3	3	4	3	2	50	1	4	4	2	122222	2	3	NO	3	4	3	6	1	1
6131	76	FORD	GRAN	212222222	2	3	4	5	5	20	1	5	4	2	222212	2	3	6035	2	3	1	1	2	2
6132	76	FORD	GRAN	221222222	3	4	3	4	3	65	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6133	76	FORD	GRAN	222222221	1	3	6	6	6	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6134	76	FORD	TORI	222212222	1	1	1	1	1	1	4	1	1	1	222212	2	3	NO	3	4	3	6	1	1
6135	76	FORD	GRAN	121212222	3	3	1	1	1	1	1	1	1	1	222212	2	3	NO	3	4	3	6	2	1
6136	76	FORD	LTD	222222122	1	3	2	4	3	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6137	76	FORD	STAW	112222222	1	3	4	4	2	180	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
6138	76	LINC	CONT	221222122	2	3	1	2	1	1	1	4	3	5	222212	2	3	NO	3	4	3	6	1	1
6139	76	MERC	COME	112221222	1	3	3	4	5	15	2	4	3	5	222212	2	3	NO	3	4	3	6	2	1
6140	76	MERC	COUG	222221222	1	3	1	2	1	1	1	5	3	4	221222	2	3	NO	3	4	3	6	1	1
6141	76	MERC	COUG	221111212	3	3	3	3	4	30	1	5	3	5	222212	2	3	6037	1	2	30	2	2	2
6142	76	OLDS	CUTL	212222212	1	3	6	4	3	2	1	4	3	5	222212	2	3	NO	3	4	3	6	2	1
6143	76	OLDS	SPRM	222222221	1	3	1	1	1	1	1	5	3	5	222212	2	3	NO	3	4	3	6	2	1
6144	76	OLDS	SPRM	222211222	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
6145	76	OLDS	STAW	222222221	1	3	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	2	2
6146	76	OLDS	ROYA	222222221	1	3	4	4	5	8	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
6147	76	PLYM	VOLA	222222221	1	3	5	5	5	2	2	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6148	76	PLYM	VOLA	211222222	1	3	3	3	5	2	1	4	3	5	222212	2	4	NO	3	4	3	6	2	1
6149	76	PLYM	VOLA	212221222	1	3	5	3	2	2	1	4	4	2	222212	2	3	NO	3	4	3	6	2	2
6150	76	PLYM	STAW	222222221	1	3	4	3	6	2	1	5	3	5	222212	2	3	NO	3	4	3	6	1	1
6151	76	PONT	VENT	212212122	2	3	2	3	2	2	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
6152	76	PONT	GRNP	222222221	1	3	1	1	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
6153	76	PONT	CATA	222222221	1	3	5	5	3	42	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
6154	76	PONT	CATA	222222221	1	4	5	2	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
6155	76	DATS	B210	222211222	1	3	2	3	2	50	1	3	3	5	222212	2	1	NO	3	4	3	6	2	2
6156	76	DATS	B210	222222221	1	3	1	2	1	1	1	2	2	2	222212	2	1	NO	3	4	3	6	1	2
6157	76	DATS	STAW	222222221	1	3	4	3	2	0	1	5	4	2	222212	2	1	6047	1	2	0	2	1	1
6158	76	FIAT	X1/9	222222221	1	4	4	4	3	50	1	5	4	2	222212	2	1	NO	3	4	3	6	2	2
6159	76	HOND	CVCC	222122222	1	3	1	6	1	1	1	2	2	2	222212	2	1	NO	3	4	3	6	1	1
6160	76	TOYO	CORO	222222221	1	3	2	3	5	5	1	2	2	2	222212	2	1	NO	3	4	3	6	2	2

APPENDIX C (CONT)

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

				QUESTIONNAIRE NUMBER																				
VEH. NO.	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
6161	76	TOYO	CORO	222222122	1	3	4	3	3	35	1	3	4	2	222212	2	1	NO	3	4	3	6	1	1
6162	76	TOYO	CELI	222222122	1	3	4	3	4	32	1	5	3	5	222212	2	1	6049	1	2	72	4	1	1
6163	76	VOLK	SEDA	222222221	1	3	2	3	3	20	1	2	2	2	222212	2	1	NO	3	4	3	6	2	1
6164	76	VOLK	RABB	221212222	1	3	3	3	5	5	1	1	1	1	222212	2	1	NO	3	4	3	6	1	1
5165	75	AMC	HORN	222122222	1	3	4	5	5	6	1	5	3	5	222212	2	1	NO	3	4	3	6	2	1
5166	75	AMC	STAW	212222222	1	3	4	3	3	6	1	1	1	1	212222	2	4	NO	3	4	3	6	1	1
5167	75	BUIC	SKYL	222222221	1	3	5	4	2	2	2	2	2	2	222212	2	3	NO	3	4	3	6	2	2
5168	75	BUIC	CNTY	212221222	1	3	4	4	3	2	1	4	4	2	222212	2	3	5053	1	2	2	3	2	2
5169	75	BUIC	RIVI	221222222	2	3	3	3	2	86	1	3	3	5	222212	2	3	5054	1	2	86	2	1	2
5170	75	CADI	DEVI	221221122	1	3	3	3	2	70	1	1	1	1	222212	2	3	NO	3	4	3	6	1	2
5171	75	CHEV	STAW	122222122	1	3	2	3	3	36	1	4	4	2	222212	2	3	NO	3	4	3	6	2	2
5172	75	CHEV	VEGA	222222221	1	3	4	4	3	2	1	4	4	2	222212	2	3	5056	1	2	2	3	2	1
5173	75	CHEV	CAMA	111212112	1	3	3	4	4	30	2	2	2	2	222212	2	3	NO	3	4	3	6	2	2
5174	75	CHEV	NOVA	222222122	1	3	4	4	3	2	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
5175	75	CHEV	MALI	222222221	1	3	5	4	2	2	3	2	2	2	222212	2	3	5057	2	3	1	1	2	2
5176	75	CHEV	MONT	222221222	1	3	4	5	5	10	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
5177	75	CHEV	IMPA	222221222	1	3	4	3	2	2	3	2	2	2	222212	2	3	NO	3	4	3	6	2	2
5178	75	CHEV	IMPA	212222222	1	3	4	4	3	30	1	5	4	2	222212	2	3	5058	1	2	30	3	2	1
5179	75	CHEV	STAW	222222221	1	3	4	5	3	119	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
5180	75	CHEV	STAW	222222221	1	4	5	5	2	20	3	2	2	2	222212	2	3	NO	3	4	3	6	1	2
5181	75	CHRY	CORD	122222222	1	3	3	3	2	2	1	1	1	1	222212	2	3	NO	3	4	3	6	1	1
5182	75	DODG	SWIN	222222221	1	3	4	3	6	10	1	4	4	2	222212	2	3	NO	3	4	3	6	1	1
5183	75	DODG	CORO	122222222	1	4	3	4	5	14	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
5184	75	FORD	GRAN	111111112	1	3	2	3	3	36	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
5185	75	FORD	MUST	212222222	2	6	6	6	6	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5186	75	FORD	GRAN	222222221	1	4	6	6	6	2	3	2	2	2	222212	2	1	NO	3	4	3	6	2	2
5187	75	FORD	MAVE	211222222	1	5	4	4	3	40	2	1	1	1	222212	2	3	NO	3	4	3	6	2	2
5188	75	FORD	ELIT	221222222	1	3	5	3	2	26	1	1	1	1	222212	2	3	NO	3	4	3	6	2	1
5189	75	FORD	LTD	222222221	1	3	6	6	6	2	1	2	2	2	222212	2	3	5065	1	2	2	3	1	1
5190	75	FORD	LTD	221222122	2	3	4	4	5	15	4	3	4	2	222212	2	3	NO	3	4	3	6	2	1
5191	75	FORD	LTD	222222221	1	3	5	5	5	15	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
5192	75	LINC	CONT	221222222	3	3	4	3	5	90	1	1	1	1	222212	2	3	NO	3	4	3	6	1	1
5193	75	MERC	MONA	221222122	1	3	4	3	3	45	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
5194	75	MERC	MARQ	122222122	2	3	6	3	2	2	1	1	1	1	222212	2	3	NO	3	4	3	6	1	2
5195	75	OLDS	CUTL	222222221	1	3	4	5	5	2	1	2	2	2	222212	2	4	NO	3	4	3	6	2	2
5196	75	OLDS	SPRM	222222221	1	3	1	1	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5197	75	OLDS	CUTL	222222221	1	3	3	3	4	2	1	5	3	5	222212	2	3	5069	1	2	2	4	2	2
5198	75	OLDS	ROYA	222222221	1	6	3	3	3	2	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
5199	75	PLYM	VALI	212211222	3	3	4	4	2	60	1	5	3	5	222212	2	3	NO	3	4	3	6	1	1
5200	75	PLYM	FURY	222222221	1	3	4	4	3	60	4	5	3	5	222212	2	3	5072	1	2	60	3	2	2

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

				QUESTIONNAIRE NUMBER																				
VEH. NO.	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
5201	75	PLYM	GRNF	212221222	2	4	4	4	4	35	3	2	2	2	222212	2	3	NO	3	4	3	6	2	2
5202	75	PONT	LEMA	222221222	1	3	1	2	1	1	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
5203	75	PONT	LEMA	222222221	1	3	3	4	3	42	1	5	3	5	222212	2	3	NO	3	4	3	6	1	1
5204	75	PONT	CATA	221112122	1	3	3	3	3	2	1	4	3	5	222212	2	3	NO	3	4	3	6	2	1
5205	75	DATS	B210	222212222	1	4	2	5	3	20	1	5	4	2	222212	2	1	NO	3	4	3	6	2	1
5206	75	DATS	610	222122222	1	3	4	3	5	17	[illegible]	5	4	2	222212	2	1	NO	3	4	3	6	2	2
5207	75	FIAT	SPID	222222221	1	3	3	3	3	50	1	3	4	2	222212	2	1	NO	3	4	3	6	1	1
5208	75	HOND	CVCC	122222222	1	3	5	5	2	2	3	1	1	1	222212	2	1	NO	3	4	3	6	2	2
5209	75	MAZD	808	222222221	1	3	4	4	2	40	1	3	4	2	222212	2	1	NO	3	4	3	6	2	2
5210	75	TOYO	CORO	122112222	3	3	3	3	3	35	1	1	1	1	222212	2	1	NO	3	4	3	6	1	1
5211	75	TOYO	CORO	222222221	1	3	4	4	3	25	1	4	4	2	222212	2	1	5076	1	2	25	3	2	1
5212	75	VOLK	RABB	222222221	1	3	2	4	3	2	1	5	4	2	222212	2	4	NO	3	4	3	6	2	2
5213	75	VOLK	SEDA	222212222	1	3	4	4	2	15	1	4	3	5	222212	2	1	NO	3	4	3	6	2	2
6322	76	BUIC	REGA	222222221	1	3	5	3	5	10	1	3	4	2	222212	2	3	NO	3	4	3	6	2	2
6323	76	OLDS	NNTY	221222222	1	3	3	4	2	2	1	5	4	2	222212	2	3	NO	3	4	3	6	1	1
5324	75	PLYM	GRNF	221222222	1	3	3	3	3	79	1	4	4	2	222212	2	3	NO	3	4	3	6	2	1
6325	76	OLDS	NNTY	222222221	1	3	4	4	2	98	1	4	4	2	222212	2	3	NO	3	4	3	6	2	2
5326	75	DATS	710	222222221	1	3	3	3	3	10	1	2	2	2	222212	2	1	NO	3	4	3	6	1	1
6327	76	CHRY	NEWP	222221222	1	3	3	3	5	10	2	5	4	2	222212	2	3	NO	3	4	3	6	1	2
5328	75	PONT	CATA	222212222	1	3	1	2	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	1
5329	75	FORD	LTD	212212222	1	3	3	3	2	2	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
5330	75	CHEV	MALI	212222222	1	3	4	4	3	75	1	2	2	2	222212	2	3	NO	3	4	3	6	2	2
6331	76	PLYM	VOLA	222121222	1	3	3	3	2	62	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
5332	75	CHEV	STAW	222222221	1	3	5	5	3	28	2	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5333	75	CADI	DEVI	222222221	1	3	4	4	3	50	2	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5334	75	CHEV	MALI	212221222	1	3	5	5	3	98	2	1	1	1	222212	2	3	NO	3	4	3	6	2	1
6335	76	FORD	GRAN	222222221	1	4	4	4	3	50	1	4	3	4	222212	2	3	NO	3	4	3	6	2	1
5336	75	CHRY	NEWP	111111122	3	4	3	3	5	6	2	1	1	1	122222	2	3	NO	3	4	3	6	2	1
5337	75	OLDS	DELT	222222221	1	3	5	4	5	8	2	5	4	2	222212	2	3	NO	3	4	3	6	2	2
6338	76	FORD	TORI	222222122	1	3	4	4	3	30	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6339	76	FORD	STAW	222222221	3	3	3	3	3	56	1	5	3	4	222212	2	3	NO	3	4	3	6	1	1
6340	76	VOLK	RABB	221112122	3	3	2	4	3	60	2	5	3	3	222212	2	3	NO	3	4	3	6	1	1
5341	75	FORD	LTD	122212222	1	4	2	4	3	45	1	2	2	2	212222	2	3	NO	3	4	3	6	2	2
5342	75	FORD	TORI	222222221	1	6	6	6	6	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5343	75	FORD	TORI	221222222	1	6	1	6	1	1	3	2	2	2	222212	2	3	NO	3	4	3	6	1	1
5344	75	OLDS	STAW	121112222	2	3	2	4	2	2	1	5	4	2	222212	2	3	NO	3	4	3	6	2	1
5345	75	CHEV	IMPA	222222221	1	3	6	6	6	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5346	75	MERC	MONA	222222221	1	3	2	3	6	2	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
5347	75	MERC	COME	222222221	1	3	4	4	3	2	1	3	4	2	222212	2	3	NO	3	4	3	6	2	1
5348	75	CADI	DEVI	222212222	1	3	4	3	4	25	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1

APPENDIX C (CONT)

LISTING OF VEHICLE MAINTENANCE DATA

DENVER

VEH.				QUESTIONNAIRE NUMBER																				
NO.	YR	MAKE	MODL	11 ABCDEFGHI	12	13	14	15	16	17	18	19	20	21	27 ABCDEF	28	29	30	31	32	33	34	35	36
6349	76	FORD	LTD	222222221	1	3	4	4	3	90	1	3	3	5	222212	2	3	NO	3	4	3	6	2	1
5350	75	PONT	CATA	222222221	1	3	4	3	2	110	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
5351	75	PLYM	DUST	122222222	1	3	3	3	2	42	2	2	2	2	222212	2	3	NO	3	4	3	6	2	1
6352	76	CHEV	C10	222212222	1	3	1	1	1	1	1	2	2	2	222212	2	1	NO	3	4	3	6	2	2
8353	78	FORD	F250	222222221	1	1	1	1	1	1	1	4	4	2	222212	2	1	NO	3	4	3	6	2	1
7354	77	DODG	B100	222211222	2	1	1	1	1	1	1	4	4	2	222212	2	3	NO	3	4	3	6	1	1
7355	77	FORD	F150	222222221	1	3	1	1	1	1	1	3	3	3	222212	2	1	NO	3	4	3	6	2	1
6356	76	FORD	F100	222222221	1	3	4	5	2	35	1	3	4	2	222212	2	1	7008	2	3	1	1	2	1
6357	76	DODG	B100	222222221	1	4	4	4	5	2	2	5	4	2	222212	2	3	7006	1	2	2	5	2	1
8358	78	FORD	F150	222222221	2	1	1	1	1	1	1	3	4	2	222212	2	1	NO	3	4	3	6	1	1
7359	77	PLYM	PB10	212222212	1	3	2	3	2	0	1	4	3	4	222212	2	1	NO	3	4	3	6	2	2
7360	77	CHEV	C10	222222221	1	1	1	1	1	1	1	3	3	4	222212	2	3	NO	3	4	3	6	1	2
7361	77	FORD	F250	212221112	3	3	1	1	1	1	1	5	3	3	222212	2	1	NO	3	4	3	6	1	1
7362	77	CHEV	C10	222222122	2	3	1	1	1	1	1	5	4	2	222212	2	1	NO	3	4	3	6	1	1
7363	77	FORD	E240	222222221	1	1	1	1	1	1	1	5	3	3	222212	2	1	NO	3	4	3	6	1	1
7364	77	DODG	B100	222222221	1	3	3	5	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	1	2
5365	75	FORD	E150	222211122	1	3	4	2	1	1	1	1	1	1	222212	2	1	NO	3	4	3	6	2	2
6366	76	CHEV	G20	222222221	1	3	4	4	2	70	1	3	4	2	222212	2	1	NO	3	4	3	6	2	1
5367	75	FORD	E100	221212222	1	3	4	2	1	1	1	2	2	2	222212	2	3	NO	3	4	3	6	2	1
7368	77	CHEV	C20	222222221	1	3	4	4	5	80	1	2	2	2	222212	2	1	NO	3	4	3	6	1	1
5369	75	FORD	F250	222221122	1	3	4	4	3	8	1	5	3	5	222212	2	1	NO	3	4	3	6	2	1
7370	77	GMC	C250	222222221	2	3	2	3	2	0	1	3	4	2	222212	2	1	NO	3	4	3	6	2	1
5371	75	CHEV	G10	221212222	1	2	3	3	5	15	1	3	4	2	222212	2	3	NO	3	4	3	6	1	1
5372	75	FORD	E140	222222221	1	3	4	4	5	14	1	4	4	2	222212	2	1	NO	3	4	3	6	2	1
6373	76	DODG	B100	222222221	1	4	1	1	1	1	2	3	3	5	222212	2	1	NO	3	4	3	6	2	2
7374	77	GMC	C250	222222221	1	4	1	1	1	1	1	3	4	2	222212	2	1	NO	3	4	3	6	2	1
6375	76	CHEV	C20	222222221	1	2	1	1	1	1	1	3	3	5	222212	2	1	NO	3	4	3	6	2	1
7376	77	CHEV	C10	222222221	1	3	3	4	3	2	1	5	4	2	222212	2	1	NO	3	4	3	6	2	2
7377	77	DODG	B200	222222221	1	1	1	1	1	1	1	3	3	3	222212	2	1	NO	3	4	3	6	2	1
5378	75	FORD	F250	222222221	1	3	2	3	5	8	1	5	4	2	222212	2	1	NO	3	4	3	6	2	1
5379	75	FORD	F150	221222222	1	3	2	3	5	32	1	1	1	1	222212	2	1	NO	3	4	3	6	2	1
8380	78	FORD	F250	222212222	1	3	1	1	1	1	1	4	4	2	222212	2	1	NO	3	4	3	6	1	1
6381	76	FORD	F250	211222122	3	3	3	3	5	25	1	5	3	5	222212	2	1	NO	3	4	3	6	2	1

APPENDIX D - LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

Legend

VEH. NO. - Vehicle number

YR - Vehicle year

MAKE - Vehicle make

MODL - Vehicle model

TEST SEQ - Test sequence (BASE: as-received sequence; A/M: garage inspection maintenance evaluation; EXT1: extended vehicle emission control system maintenance procedure)

CONSTANT SPEED PHASE

NS - Number of stalls or pass outs upon slight acceleration to road speed

AQ - Acceleration quality (E: excellent; G: good; F: fair; P: poor; U: fail)

CQ - Cruise quality (E: excellent; G: good; F: fair; P: poor; U: fail)

SA - Slight acceleration response or passing quality (E: excellent; G: good; F: fair; P: poor; U: fail)

IO - Idle quality at stop with air conditioner on (E: excellent; G: good; F: fair; P: poor; U: fail; -: not applicable)

IF - Idle quality at stop with air conditioner off (E: excellent; G: good; F: fair; P: poor; U: fail)

ACCELERATION FROM STOP PHASE

1/4 - Quality of acceleration under 1/4 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

1/2 - Quality of acceleration under 1/2 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

2/3 - Quality of acceleration under 2/3 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

3/4 - Quality of acceleration under 3/4 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

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RESTART PHASE

CT - Cranking time to start after ten minutes in seconds

RIQ - Idle quality after restart (E: excellent; G: good; F: fair; P: poor; U: fail)

COLD START & IDLE PHASE

CT - Initial cranking time in seconds

ND - Number of engine die-outs after start

NS - Number of engine stalls after gear selection

HL - Hesitation, lag upon slight acceleration (Y: yes; N: no)

IQ - Idle quality (E: excellent; G: good; F: fair; P: poor; U: fail)

DRIVE-AWAY PHASE

N1 - Number of stalls or pass-outs upon slight acceleration to road speed

A1 - Acceleration quality (E: excellent; G: good; F: fair; P: poor; U: fail)

I1 - Idle quality after 0.2 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

N2 - Number of stalls or pass-outs upon slight acceleration to speed

A2 - Acceleration quality after 0.2 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

I2 - Idle quality after 2.6 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

Pass-outs are defined as restart from "off idle" stall

Die-outs are defined as restart from stall at idle

The codes for idle, acceleration and cruise quality are defined as follows:

E - Excellent - No trace of undesirable elements (smooth, even, responsive)

G - Good - Slight trace, small indication of an undesirable element (initial unevenness, roughness, hesitation, quickly overcome)

F - Fair - Undesirable element exists yet reliability is retained (only intermittent misfire, surging, hesitation)

P - Poor - Undesirable element exists which affects reliability or driver confidence (steady misfire, roughness, lack of power, response)

U - Fail - Extremely unreliable, possible unsafe conditions exist (frequent stalling, die-outs on acceleration, lack of throttle response)

The Constant Speed Phase, Acceleration from Stop Phase, and the Restart Phase are performed during the ten minute preconditioning drive. The Cold Start and Idle Phase and the Drive-Away Phase are performed on the dynamometer during the Cold Transient portion of the Federal Testing Procedure.

APPENDIX D

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
8001	78	BUIC	REGA	BASE	0	E	E	G	G	E	E	E	G	G	1	G	3	0	0	N	G	0	G	G	0	E	E
8002	78	BUIC	ELEC	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
8003	78	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	2	1	0	N	U	0	E	G	0	G	G
8004	78	CHEV	NOVA	BASE	0	G	E	G	-	G	F	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
8005	78	CHEV	NOVA	BASE	0	F	G	F	-	G	F	F	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	G	G	-	G	G	G	G	G	1	G	3	0	0	N	G	0	G	G	0	G	G
8006	78	CHEV	NOVA	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	Y	E	0	E	E	0	E	E
8007	78	CHEV	MONT	BASE	0	E	G	E	G	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	G	E
				A/M	3	F	F	F	E	G	F	F	G	G	1	G	6	0	0	N	G	0	G	F	0	F	F
8008	78	CHEV	IMPA	BASE	0	E	E	E	E	G	E	E	E	E	1	E	2	0	0	N	G	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	12	0	0	N	G	0	G	G	0	G	G
8009	78	DODG	ASPE	BASE	0	G	E	G	G	E	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	G	G	E	G	G	G	G	4	G	2	0	0	Y	G	0	P	F	0	F	F
8010	78	FORD	GRAN	BASE	0	G	G	G	G	G	G	G	E	E	1	G	3	0	0	Y	F	0	G	E	0	E	E
8011	78	FORD	GRAN	BASE	0	G	E	G	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	2	1	0	Y	G	0	G	G	0	G	G
				EXT1	0	E	E	E	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
8012	78	FORD	LTD2	BASE	0	E	E	E	E	E	G	E	E	E	1	E	2	0	0	N	E	0	G	E	0	G	E
				A/M	0	E	E	E	G	E	E	E	E	E	1	E	1	1	0	N	E	0	G	E	0	G	E
				EXT1	0	G	G	G	G	G	G	G	G	G	1	E	2	1	0	N	P	1	F	F	0	F	F
8013	78	FORD	LTD	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	1	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	6	0	1	N	E	0	G	E	0	E	E
8014	78	MERC	MONA	BASE	0	F	G	G	G	E	F	G	G	G	4	G	2	0	0	N	G	0	P	G	0	G	G
				A/M	0	G	G	G	G	E	G	G	G	G	1	E	2	0	0	N	G	0	G	G	0	G	G
8015	78	MERC	MARQ	BASE	0	E	E	E	G	G	F	G	G	G	1	G	1	0	0	N	G	0	E	E	0	E	E
				A/M	0	E	E	E	G	E	E	E	E	E	3	G	2	0	0	N	F	0	E	G	0	E	G
8016	78	OLDS	CUTL	BASE	0	E	E	E	E	E	E	E	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	E	G	G	G	G	E	E	1	E	2	0	0	N	F	0	G	G	0	G	G
8017	78	OLDS	CUTL	BASE	0	E	E	E	G	G	G	G	E	E	1	E	2	0	0	Y	F	0	F	F	0	F	F

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APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
8018	78	OLDS	DELT	BASE	0	E	E	E	G	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	G	E	E	E	E	E	2	E	2	0	0	N	E	0	E	E	0	E	E
8019	78	PLYM	VOLA	BASE	0	G	E	G	-	G	G	G	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
8020	78	PONT	LEMA	BASE	0	G	E	E	E	E	G	G	G	G	2	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	G	G	G	G	G	G	G	1	G	2	1	1	N	G	0	G	G	0	G	G
8021	78	PONT	LEMA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	G	G	G	G	E	E	E	2	G	2	0	0	N	G	0	G	G	0	G	G
8022	78	DATS	B210	BASE	2	P	P	F	-	F	F	F	F	F	1	G	4	0	0	N	F	0	G	G	0	G	G
				A/M	0	G	G	F	-	P	F	F	F	F	1	G	2	0	0	N	G	0	G	G	0	G	G
8023	78	TOYO	CORO	BASE	0	G	G	G	-	G	G	G	G	G	1	G	3	0	0	N	G	0	G	G	0	E	E
				A/M	0	G	E	G	-	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				EXT1	0	E	E	G	-	E	G	G	E	E	1	G	1	0	0	N	E	0	G	E	0	G	E
8024	78	VOLK	RABB	BASE	0	G	G	G	-	G	G	G	G	G	1	G	1	1	0	Y	F	0	F	G	0	F	G
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	Y	E	0	F	E	0	G	E
7025	77	AMC	STAW	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	1	G	E	G	-	E	G	G	G	G	2	E	2	0	0	Y	F	0	G	F	0	G	F
7026	77	AMC	STAW	BASE	0	E	E	E	-	E	E	E	E	E	2	E	1	0	0	Y	G	0	F	G	0	F	G
7027	77	BUIC	SKYL	BASE	0	G	E	E	G	G	G	G	G	G	1	G	1	0	0	N	P	0	F	P	0	F	P
				A/M	0	G	E	G	G	G	G	G	G	G	2	G	1	0	0	Y	F	0	F	G	0	F	G
				EXT1	0	G	E	E	G	G	G	G	G	G	1	G	1	0	0	Y	P	0	F	P	0	F	P
7028	77	BUIC	CNTY	BASE	0	E	E	E	E	E	E	E	E	E	3	E	1	1	0	Y	G	0	F	G	0	F	G
7029	77	BUIC	REGA	BASE	0	G	E	G	G	E	G	G	G	G	2	E	1	0	0	Y	P	0	P	G	0	G	G
				A/M	0	E	E	E	G	E	E	E	E	E	2	E	1	0	0	Y	F	0	P	G	0	P	G
7030	77	BUIC	LESA	BASE	0	E	E	E	E	E	E	E	E	E	2	E	1	0	0	N	G	0	G	G	0	G	G
7031	77	BUIC	RIVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	E	E
7032	77	CADI	ELDO	BASE	0	E	E	E	E	E	E	E	G	G	2	E	3	0	1	N	G	0	G	E	0	E	E
7033	77	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	G	G	G	G	G	G	G	G	G	1	G	1	0	1	Y	P	0	P	P	0	P	P
				EXT1	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7034	77	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	F	0	F	F	0	F	F
7035	77	CHEV	CHET	BASE	0	E	E	E	G	E	E	E	E	E	1	E	3	0	0	Y	F	0	F	F	0	F	F

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7036	77	CHEV	STAW	BASE	0	F	G	G	-	G	G	G	G	G	2	G	1	0	0	Y	G	0	G	G	0	G	G
				A/M	0	E	G	G	-	G	E	E	E	G	1	E	1	0	0	N	E	0	G	E	0	G	E
7037	77	CHEV	MONZ	BASE	0	E	E	E	-	E	E	E	G	G	2	E	1	0	0	N	G	0	F	G	0	F	G
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
7038	77	CHEV	STAW	BASE	0	E	E	E	-	E	E	E	E	E	6	E	1	0	0	N	F	0	G	G	0	G	G
				A/M	0	G	E	E	-	E	G	G	G	G	2	E	10	3	0	Y	F	0	P	F	0	F	F
7039	77	CHEV	NOVA	BASE	0	P	P	G	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	P	G	P	G	G	P	G	G	F	2	G	2	0	0	N	P	0	F	P	0	F	F
				EXT1	0	G	E	G	E	E	G	G	G	G	1	E	3	0	0	Y	E	0	F	E	0	G	E
7040	77	CHEV	CAMA	BASE	0	E	E	E	E	E	E	E	E	E	2	E	1	0	0	Y	P	0	G	P	0	G	P
				A/M	0	E	E	E	E	E	E	E	E	E	1	G	1	0	0	N	G	0	G	G	0	G	G
7041	77	CHEV	NOVA	BASE	0	E	E	G	-	E	G	G	E	E	2	E	5	0	1	Y	F	2	F	G	1	F	G
				A/M	0	E	E	E	-	E	E	E	E	E	3	G	2	0	1	Y	F	1	F	F	1	F	F
7042	77	CHEV	NOVA	BASE	0	G	G	G	E	E	G	G	G	G	1	E	1	0	0	Y	P	0	F	F	0	F	G
				A/M	1	G	G	G	G	G	G	G	G	G	1	G	1	0	0	N	F	0	G	G	0	G	G
7043	77	CHEV	CONC	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	F	G	F	F	G	G	G	G	G	2	G	2	0	0	Y	G	0	F	G	0	G	G
7044	77	CHEV	MONT	BASE	0	E	E	E	E	E	E	E	E	E	1	E	4	0	0	N	G	0	E	E	0	E	E
7045	77	CHEV	MONT	BASE	0	G	G	G	G	G	G	G	G	G	2	G	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7046	77	CHEV	NOVA	BASE	0	G	E	G	-	E	G	G	G	G	1	E	4	0	0	Y	F	0	P	F	0	G	G
				A/M	2	F	G	F	-	F	F	F	F	F	1	G	4	1	0	Y	U	1	U	U	0	P	U
				EXT1	0	G	E	G	-	E	G	G	G	G	1	E	1	0	0	Y	E	0	P	E	0	G	E
7047	77	CHEV	MALI	BASE	0	E	E	E	E	E	E	E	E	E	3	E	1	0	0	N	G	0	G	G	0	G	G
7048	77	CHEV	IMPA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	E	0	E	E	0	E	E
7049	77	CHEV	IMPA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7050	77	CHEV	CAPR	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	G	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7051	77	CHRY	NEWY	BASE	0	E	G	E	E	E	G	E	E	E	2	E	3	0	0	N	G	0	F	G	0	F	G
7052	77	DODG	STAW	BASE	0	E	E	E	G	E	E	E	E	E	5	G	1	0	0	N	E	0	G	E	0	G	E
7053	77	DODG	ASPE	BASE	3	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	F	0	F	F	0	F	G

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

VEH. NO.	YR	MAKE	MODL	TEST SEQ.	CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
					NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7054	77	DODG	CHAR	BASE	0	E	E	G	G	E	G	E	E	E	2	E	1	0	0	N	G	0	G	E	0	G	E
				A/M	0	G	G	G	G	G	G	G	G	G	3	G	1	0	0	Y	G	0	G	G	0	G	G
7055	77	FORD	STAW	BASE	0	P	G	P	-	F	P	P	P	P	1	F	3	0	0	N	P	0	F	P	0	F	P
				A/M	0	G	E	G	-	E	G	G	G	G	1	G	1	0	0	Y	F	0	F	F	0	G	G
7056	77	FORD	MUST	BASE	0	G	E	E	-	E	E	E	E	E	3	E	1	2	0	Y	F	0	F	P	0	F	P
7057	77	FORD	MUST	BASE	0	E	E	G	G	G	E	E	E	E	1	G	3	0	0	N	G	0	G	G	0	E	G
7058	77	FORD	MACH	BASE	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	N	G	0	G	G	0	G	E
7059	77	FORD	GRAN	BASE	0	E	E	E	-	E	E	E	E	E	1	E	3	0	0	N	G	0	G	G	0	G	G
7060	77	FORD	GRAN	BASE	0	G	E	E	G	E	G	E	E	E	2	E	2	0	0	N	E	0	G	E	0	G	E
7061	77	FORD	GRAN	BASE	0	F	G	F	F	F	G	G	G	G	1	F	2	0	1	N	F	0	G	F	0	G	F
7062	77	FORD	THND	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	E	0	E	E	0	E	E
7063	77	FORD	GRAN	BASE	0	G	E	G	-	G	G	G	E	E	1	G	2	0	0	N	F	0	G	G	0	E	G
				A/M	0	G	E	G	-	E	G	G	G	G	1	E	2	0	0	Y	G	0	G	G	0	G	G
7064	77	FORD	LTD2	BASE	0	G	E	G	G	E	G	G	G	G	1	G	4	0	1	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	G	G	G	G	1	E	2	1	1	N	G	0	G	G	0	G	G
7065	77	FORD	LTD2	BASE	0	G	G	G	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	2	0	1	N	G	0	G	G	0	G	G
7066	77	FORD	LTD2	BASE	0	E	E	E	G	E	E	E	E	E	2	E	3	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	G	E	E	E	E	E	1	E	1	1	1	N	E	1	E	E	0	E	E
7067	77	FORD	STAW	BASE	0	G	E	G	G	E	G	G	G	G	1	G	1	0	1	N	E	0	E	E	0	E	E
				A/M	0	G	E	G	G	G	G	G	G	G	1	G	2	0	1	N	E	0	E	E	0	E	E
7068	77	LINC	CONT	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	E	E	0	E	E
7069	77	MERC	MONA	BASE	0	G	E	E	-	G	G	G	G	E	1	G	2	0	0	Y	F	0	F	G	0	G	G
7070	77	MERC	MONA	BASE	0	E	E	E	G	G	E	E	E	E	1	E	2	0	0	N	F	0	G	G	0	G	G
				A/M	0	G	G	G	F	F	G	G	G	F	1	G	1	0	0	N	G	0	G	G	0	G	G
7071	77	MERC	COUG	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7072	77	OLDS	SPRM	BASE	0	G	E	E	G	E	G	G	G	G	2	E	1	0	0	N	E	0	G	E	0	G	E
7073	77	OLDS	STAR	BASE	0	F	G	F	F	G	F	F	F	F	2	G	1	0	0	N	E	0	G	E	0	E	E

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

VEH. NO.	YR	MAKE	MODL.	TEST SEQ.	CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
					NS	AQ	CQ	SA	IO	IF	1/4	1/2	2/3	3/4	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7074	77	OLDS	CUTL	BASE	0	E	E	E	E	E	E	E	E	G	1	G	1	0	0	Y	G	0	G	G	0	G	G
7075	77	OLDS	SPRM	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	Y	F	0	G	G	0	G	G
7076	77	OLDS	DELT	BASE	0	E	E	G	E	E	E	E	E	E	1	E	1	0	0	Y	G	0	F	G	0	F	G
7077	77	OLDS	ROYA	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7078	77	OLDS	ROYA	BASE	0	E	E	E	G	E	E	E	E	E	2	E	1	0	0	N	G	0	G	G	0	G	G
7079	77	PLYM	STAW	BASE	0	G	E	G	-	G	G	G	G	G	2	E	1	0	0	N	G	0	G	G	0	G	G
7080	77	PLYM	STAW	BASE	0	E	E	E	-	E	E	E	E	E	2	E	1	0	0	Y	P	0	F	G	0	F	F
7081	77	PLYM	VOLA	BASE	1	E	E	E	F	G	E	G	G	E	1	G	1	0	0	Y	G	0	G	G	0	G	G
7082	77	PLYM	FURY	BASE	1	E	G	G	E	E	E	G	G	G	2	E	1	0	0	N	G	0	G	G	1	G	G
7083	77	PONT	VENT	BASE	0	G	E	G	G	G	G	G	G	G	2	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	G	G	E	E	E	G	G	1	E	1	0	0	N	G	0	G	G	0	G	G
7084	77	PONT	FIRE	BASE	0	E	E	E	G	E	E	E	E	G	2	E	1	0	0	Y	G	0	G	G	0	G	G
				A/M	0	G	G	G	G	G	E	E	E	E	2	E	1	0	0	Y	G	0	F	G	0	F	G
7085	77	PONT	VENT	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	G	0	E	E	0	E	E
7086	77	PONT	VENT	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7087	77	PONT	GRNP	BASE	0	F	E	E	-	E	F	F	G	G	1	E	8	0	0	Y	F	0	F	G	0	G	G
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	Y	E	0	P	E	0	G	E
7088	77	PONT	STAW	BASE	2	F	G	P	G	G	F	F	F	F	1	F	2	0	0	Y	F	0	P	F	0	P	F
				A/M	0	F	G	F	G	G	F	F	G	G	1	G	2	1	0	Y	P	0	P	F	0	F	F
7089	77	DATS	F10	BASE	0	E	E	E	-	G	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	G	-	E	E	E	E	E	2	G	3	0	0	N	G	0	P	G	0	P	G
7090	77	DATS	B210	BASE	0	G	E	G	-	E	G	G	G	G	1	G	3	0	0	N	G	0	G	G	0	E	E
7091	77	DATS	200S	BASE	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	N	G	0	F	G	0	F	G
7092	77	HOND	CVCC	BASE	0	E	E	E	-	E	E	E	E	E	2	E	1	0	0	Y	G	0	F	F	0	F	F
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	3	1	0	Y	F	0	F	G	0	G	E
7093	77	HOND	ACCO	BASE	0	G	E	G	G	E	G	G	G	F	2	E	1	0	0	Y	E	0	E	E	0	E	E
7094	77	TOYO	CORO	BASE	0	G	G	F	-	E	G	G	G	G	1	E	1	0	0	N	E	0	G	E	0	G	E

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7095	77	TOYO	CORO	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
7096	77	TOYO	CELI	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
7097	77	TOYO	CELI	BASE	0	E	E	E	E	E	E	E	E	E	1	G	1	0	0	N	E	0	E	E	0	E	E
7098	77	VOLK	RABB	BASE	0	G	E	G	-	E	F	F	F	F	1	E	2	2	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	E	-	G	G	G	G	G	1	G	3	0	0	N	G	0	E	G	0	E	G
7099	77	VOLK	RABB	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
6100	76	AMC	HORN	BASE	0	E	E	E	E	E	E	E	E	E	3	E	2	0	0	N	G	0	G	G	0	G	G
6101	76	AMC	PACE	BASE	0	G	G	G	E	E	G	G	G	G	1	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	F	G	G	G	F	F	F	1	G	1	0	0	N	G	0	G	G	0	G	G
6102	76	BUIC	REGA	BASE	2	U	G	F	G	G	G	G	G	G	1	G	3	0	0	Y	E	0	E	E	0	G	G
				A/M	0	F	G	F	G	F	F	F	F	G	1	G	2	0	0	N	E	0	E	E	0	E	E
6103	76	BUIC	CNTY	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	E	G	0	E	G
6104	76	BUIC	LESA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	E
6105	76	BUIC	RIVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	E	0	G	E	0	G	E
6106	76	CADI	FLEE	BASE	0	E	E	E	G	G	E	E	E	E	1	E	1	0	0	N	G	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	G	0	F	G	0	F	G
6107	76	CADI	DEVI	BASE	0	E	E	E	G	G	G	G	E	E	1	E	1	0	0	N	G	0	E	E	0	E	E
				A/M	0	G	G	G	G	G	G	G	G	G	1	G	2	0	0	N	F	0	G	F	0	G	F
6108	76	CHEV	CHET	BASE	0	G	G	G	-	G	G	G	G	G	1	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	E	-	E	E	G	G	G	1	E	1	0	0	N	E	0	G	E	0	G	E
6109	76	CHEV	STAW	BASE	0	E	E	G	-	E	E	E	G	G	1	E	1	0	0	N	E	0	E	E	0	E	E
6110	76	CHEV	STAW	BASE	2	F	P	F	F	F	P	P	F	F	1	G	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	F	G	G	G	G	G	G	G	G	1	G	1	0	0	N	G	0	P	G	0	G	E
6111	76	CHEV	NOVA	BASE	0	G	E	E	G	G	E	E	E	G	2	G	1	0	0	Y	F	1	P	G	0	F	G
6112	76	CHEV	NOVA	BASE	0	F	G	G	-	F	G	G	G	G	1	G	2	0	1	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
6113	76	CHEV	CAMA	BASE	0	E	E	E	G	E	E	E	E	P	2	E	1	0	0	N	F	0	G	F	0	G	G
				A/M	0	G	E	G	G	G	E	G	E	E	1	G	1	0	0	N	E	0	G	E	0	G	E

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
6114	76	CHEV	MALI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	1	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
6115	76	CHEV	MALI	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
6116	76	CHEV	MONT	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	E	E	E	G	E	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
6117	76	CHEV	MALI	BASE	0	G	E	G	E	E	G	G	G	G	2	E	1	0	0	N	G	0	G	G	0	G	G
6118	76	CHEV	VETT	BASE	0	E	E	E	E	E	E	E	E	E	1	G	2	0	0	Y	P	0	F	F	0	F	F
6119	76	CHEV	STAW	BASE	0	G	E	G	-	E	G	G	G	G	1	E	2	0	0	N	G	0	G	G	0	G	G
6120	76	CHEV	MONT	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
6121	76	CHEV	MONT	BASE	0	G	E	G	G	G	G	G	G	G	1	E	1	0	0	N	G	0	G	E	0	G	E
				A/M	0	G	G	G	G	G	G	G	G	G	1	G	2	0	0	N	G	0	E	E	0	E	E
6122	76	CHRY	CORD	BASE	0	E	E	E	G	G	G	G	E	E	1	G	1	0	0	N	G	0	E	G	0	E	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
6123	76	DODG	STAW	BASE	0	P	G	P	-	E	P	P	P	P	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	E	G	-	G	G	G	G	G	1	G	2	0	0	Y	G	0	G	G	0	G	G
6124	76	DODG	STAW	BASE	0	E	E	E	G	G	E	E	E	E	2	E	1	0	0	N	F	0	G	G	0	G	G
6125	76	DODG	ASPE	BASE	0	G	G	G	F	G	G	G	G	G	1	G	1	0	0	Y	F	0	F	F	0	G	G
				A/M	0	G	G	G	G	G	E	E	G	G	1	G	1	0	0	Y	F	0	F	F	0	G	G
6126	76	DODG	STAW	BASE	0	G	G	G	G	G	G	G	G	G	1	G	2	0	0	Y	G	0	P	G	0	F	G
				A/M	0	E	E	G	E	E	E	E	E	E	1	E	2	1	0	Y	F	1	P	F	0	F	F
6127	76	FORD	STAW	BASE	0	G	G	G	-	G	G	G	G	G	1	G	4	0	0	Y	F	0	F	F	0	F	F
6128	76	FORD	STAW	BASE	0	G	E	G	-	G	F	F	G	G	1	G	3	2	1	Y	U	2	U	F	0	P	F
				A/M	0	G	G	G	-	G	G	G	G	G	2	G	2	2	1	N	F	0	F	F	0	F	F
6129	76	FORD	MUST	BASE	0	G	E	E	-	E	E	E	E	G	2	G	2	0	0	N	E	0	G	E	0	G	E
6130	76	FORD	GRAN	BASE	0	E	E	G	G	E	G	G	G	G	1	G	1	0	0	N	F	0	F	F	0	F	F
6131	76	FORD	GRAN	BASE	0	E	E	E	E	E	E	E	E	E	1	E	6	1	2	Y	U	1	F	F	1	F	F
6132	76	FORD	GRAN	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
6133	76	FORD	GRAN	BASE	0	E	E	E	E	E	E	E	E	E	3	E	4	0	0	N	G	0	G	G	0	G	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
6134	76	FORD	TORI	BASE	0	G	G	G	G	G	G	G	G	G	2	G	2	1	0	N	F	0	G	P	0	G	F
				A/M	0	G	E	G	G	E	G	G	E	E	1	E	2	0	1	N	G	0	G	G	0	G	G
6135	76	FORD	GRAN	BASE	0	E	E	E	E	E	E	E	E	E	2	E	2	0	0	N	G	0	G	G	0	G	E
6136	76	FORD	LTD	BASE	0	E	E	E	G	G	G	G	E	E	1	G	2	0	0	Y	G	0	F	G	0	F	G
6137	76	FORD	STAW	BASE	0	G	E	G	G	E	G	G	G	G	2	G	10	0	0	Y	F	0	G	G	0	G	E
				A/M	0	G	E	F	G	G	G	G	G	G	1	G	3	1	0	N	E	0	E	E	0	E	E
6138	76	LINC	CONT	BASE	0	E	E	E	E	E	E	E	E	E	6	E	1	0	0	Y	E	0	E	E	0	E	E
6139	76	MERC	COME	BASE	0	E	E	E	-	G	E	E	E	E	1	G	1	0	0	N	G	0	E	G	0	E	G
				A/M	0	E	E	G	-	G	G	G	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
6140	76	MERC	COUG	BASE	0	G	E	G	E	E	G	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
6141	76	MERC	COUG	BASE	0	E	E	E	E	E	E	E	E	E	2	E	2	0	0	N	G	0	G	G	0	G	E
6142	76	OLDS	CUTL	BASE	0	G	E	G	G	G	G	G	G	G	1	E	1	0	0	N	E	0	E	E	0	E	E
6143	76	OLDS	SPRM	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	F	0	F	F	0	G	G
6144	76	OLDS	SPRM	BASE	0	E	E	G	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	E	0	E	E
				A/M	0	G	G	G	G	G	G	F	F	P	1	G	2	0	0	N	G	0	G	G	0	G	G
6145	76	OLDS	STAW	BASE	0	G	E	G	G	G	G	G	G	G	1	G	2	0	1	N	G	0	G	G	0	G	G
				A/M	0	G	E	G	E	E	G	G	G	G	1	E	2	0	0	N	G	0	G	G	0	G	G
6146	76	OLDS	ROYA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
6147	76	PLYM	VOLA	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	1	0	Y	G	0	G	G	0	G	G
				A/M	3	U	E	G	-	E	G	P	U	U	1	E	5	0	0	Y	F	1	P	F	0	F	F
6148	76	PLYM	VOLA	BASE	0	G	G	G	-	G	G	G	G	G	2	G	1	0	0	N	F	0	E	G	0	E	G
				A/M	0	G	G	G	-	G	G	G	G	G	2	G	1	0	0	N	F	0	F	F	0	G	G
6149	76	PLYM	VOLA	BASE	0	G	E	G	G	G	E	E	E	E	1	G	1	0	0	N	F	0	G	G	0	G	G
				A/M	0	G	G	G	G	G	G	G	G	G	3	G	1	0	0	N	F	0	E	G	0	G	G
6150	76	PLYM	STAW	BASE	0	E	E	G	G	G	E	E	E	E	2	G	1	0	0	N	G	0	E	G	0	E	G
				A/M	0	E	E	G	G	G	G	G	G	E	1	G	1	0	0	Y	F	0	F	F	0	G	F
6151	76	PONT	VENT	BASE	0	P	E	P	-	E	E	E	P	P	1	E	4	0	0	Y	E	0	E	E	0	E	E
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
6152	76	PONT	GRNP	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	F	0	F	G	0	F	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

VEH.				TEST	CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
NO.	YR	MAKE	MODL.	SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
6153	76	PONT	CATA	BASE	0	G	E	G	G	G	G	G	G	G	1	E	1	0	0	N	G	0	E	G	0	E	G
				A/M	0	G	E	G	E	E	G	G	G	G	1	E	2	0	0	N	G	0	E	G	0	E	G
6154	76	PONT	CATA	BASE	0	G	E	F	G	G	G	G	E	E	1	G	2	0	0	N	G	0	E	G	0	E	G
				A/M	0	G	G	G	G	E	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
6155	76	DATS	B210	BASE	0	P	G	P	-	G	P	P	P	P	1	G	2	0	0	N	G	0	G	E	0	E	E
				A/M	0	G	G	F	-	G	F	F	G	E	2	G	1	1	0	Y	F	0	G	F	0	G	F
6156	76	DATS	B210	BASE	0	G	G	G	-	E	G	G	G	G	2	E	2	1	0	N	G	0	G	G	0	G	G
				A/M	0	F	G	F	-	G	F	F	P	P	1	G	1	0	0	Y	G	0	G	G	0	G	G
6157	76	DATS	STAW	BASE	0	G	E	G	-	G	G	G	G	G	2	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
6158	76	FIAT	X1/9	BASE	0	G	E	G	-	E	G	G	E	E	2	G	2	0	0	N	G	0	G	G	0	G	G
6159	76	HOND	CVCC	BASE	0	G	E	G	-	G	E	E	E	E	1	G	5	0	0	N	G	0	G	G	0	G	G
6160	76	TOYO	CORO	BASE	0	E	E	E	-	G	G	G	E	E	1	E	3	0	0	N	G	0	G	G	0	G	G
6161	76	TOYO	CORO	BASE	0	E	E	G	-	E	E	E	E	G	1	E	2	0	0	Y	G	0	G	G	0	G	G
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
6162	76	TOYO	CELI	BASE	0	E	E	E	F	E	E	E	E	E	1	E	2	0	0	N	F	0	G	F	0	G	F
				A/M	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	N	F	0	G	G	0	G	G
6163	76	VOLK	SEDA	BASE	1	E	E	E	-	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
6164	76	VOLK	RABB	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	N	E	0	E	E	0	E	E
5165	75	AMC	HORN	BASE	1	F	G	F	G	G	F	F	F	F	1	G	1	0	0	N	E	0	G	E	0	G	E
				A/M	0	E	G	G	G	G	E	E	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
5166	75	AMC	STAW	BASE	0	F	G	F	F	G	G	G	G	F	2	G	2	0	0	Y	G	0	F	G	0	G	G
				A/M	0	F	G	F	G	G	F	F	F	F	2	P	2	0	1	N	F	0	F	F	0	F	F
5167	75	BUIC	SKYL	BASE	0	G	E	G	G	G	E	E	G	G	1	E	1	0	0	N	P	0	G	F	0	G	F
				A/M	0	G	E	G	G	G	E	E	G	G	1	E	1	0	1	N	P	0	F	F	0	G	G
5168	75	BUIC	CNTY	BASE	0	E	E	E	E	E	G	G	G	G	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	G	G	G	G	G	G	G	2	G	2	0	1	N	G	0	G	G	0	G	G
5169	75	BUIC	RIVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	E	0	G	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	F	0	G	G	0	E	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
5170	75	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	G	E	E	E	E	E	1	G	3	0	0	Y	F	0	P	F	0	G	F
5171	75	CHEV	STAW	BASE	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	Y	F	0	P	F	0	F	F
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	2	0	0	Y	F	2	U	F	0	P	F
5172	75	CHEV	VEGA	BASE	0	G	G	G	-	G	F	F	G	G	1	G	2	0	0	N	F	0	F	F	0	F	F
5173	75	CHEV	CAMA	BASE	0	G	E	G	-	G	G	G	E	E	1	G	3	0	0	Y	P	0	G	F	0	G	G
				A/M	0	G	E	G	-	G	G	G	G	G	1	G	2	0	1	N	G	0	G	G	0	G	G
5174	75	CHEV	NOVA	BASE	0	G	E	G	-	E	G	G	G	G	1	E	4	0	0	N	F	0	G	F	0	G	F
5175	75	CHEV	MALI	BASE	0	E	E	E	G	E	E	E	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
5176	75	CHEV	MONT	BASE	0	E	E	E	F	G	E	E	E	E	1	G	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	F	E	G	E	E	G	G	G	G	2	E	2	0	0	N	G	0	G	G	0	G	G
5177	75	CHEV	IMPA	BASE	0	E	E	G	E	E	G	G	E	E	1	G	1	0	0	Y	G	1	G	G	0	G	E
				A/M	0	E	E	G	G	G	G	G	E	E	1	G	1	0	0	N	F	0	G	F	0	F	G
5178	75	CHEV	IMPA	BASE	0	G	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	F	0	F	G	0	G	G
5179	75	CHEV	STAW	BASE	0	E	E	G	G	G	G	G	E	E	1	G	1	0	0	Y	P	0	F	F	0	F	F
				A/M	0	G	G	F	G	E	F	G	G	G	2	G	1	0	1	Y	G	0	G	G	0	G	F
5180	75	CHEV	STAW	BASE	0	G	E	G	G	G	G	G	E	E	1	G	1	0	0	N	G	0	E	G	0	E	G
5181	75	CHRY	CORD	BASE	0	E	E	G	E	E	G	G	E	E	1	G	3	0	0	N	G	0	E	G	0	E	E
				A/M	0	E	E	G	G	E	G	G	G	E	1	E	2	0	0	N	F	0	G	G	0	G	G
5182	75	DODG	SWIN	BASE	3	P	G	G	-	G	G	G	G	G	2	G	2	0	0	Y	G	0	G	G	0	G	G
5183	75	DODG	CORO	BASE	0	G	G	G	G	G	G	G	G	G	1	G	2	0	0	N	F	0	G	G	0	G	G
5184	75	FORD	GRAN	BASE	0	F	G	F	G	G	G	G	G	G	2	G	1	1	0	N	E	0	G	E	0	G	E
				A/M	0	G	G	G	G	G	G	G	G	G	1	G	1	0	0	Y	G	0	G	G	0	G	G
5185	75	FORD	MUST	BASE	0	G	E	E	G	E	E	E	E	G	2	G	1	0	0	N	F	0	G	G	0	G	G
				A/M	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	Y	E	0	E	E	0	E	E
5186	75	FORD	GRAN	BASE	1	F	P	F	-	F	F	F	F	G	2	G	1	0	0	Y	E	0	G	E	0	G	E
				A/M	1	G	G	E	-	G	G	G	G	G	2	G	3	0	0	N	F	0	G	F	0	G	F
5187	75	FORD	MAVE	BASE	0	G	G	E	G	G	E	E	E	E	3	G	1	0	0	N	G	0	G	G	0	G	G
				A/M	3	F	G	F	F	F	F	G	G	G	2	G	1	0	0	N	G	0	F	G	0	F	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

VEH.				TEST	CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
NO.	YR	MAKE	MODL	SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
5188	75	FORD	ELIT	BASE	0	G	E	G	E	E	G	G	G	G	1	G	13	0	0	N	F	0	G	F	0	G	G
				A/M	0	G	E	G	G	G	G	G	E	E	1	G	7	0	0	N	P	0	G	F	0	G	F
5189	75	FORD	LTD	BASE	0	G	E	G	E	E	G	G	E	E	1	E	2	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	G	G	G	G	G	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
5190	75	FORD	LTD	BASE	0	E	E	E	E	E	E	E	E	E	1	E	10	1	0	N	F	0	G	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	N	F	0	G	F	0	G	F
5191	75	FORD	LTD	BASE	0	G	E	G	G	E	G	G	G	E	1	G	3	0	1	Y	U	0	F	F	0	F	F
				A/M	0	F	G	F	G	G	F	F	F	F	1	G	2	0	0	N	P	0	G	F	0	G	F
5192	75	LINC	CONT	BASE	0	E	E	E	E	E	E	E	E	E	6	E	1	0	0	N	G	0	G	G	0	G	G
5193	75	MERC	MONA	BASE	0	E	E	G	G	G	G	G	E	E	1	G	2	0	0	Y	F	0	G	G	0	G	F
5194	75	MERC	MARQ	BASE	0	G	E	G	G	G	G	G	G	G	1	G	2	0	0	Y	G	0	G	G	0	G	G
				A/M	0	G	G	G	G	G	G	G	G	G	1	G	1	0	0	Y	G	0	G	G	0	G	G
5195	75	OLDS	CUTL	BASE	0	G	G	G	-	G	G	G	G	G	1	G	1	0	0	N	G	0	E	E	0	E	E
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	3	0	0	Y	F	0	F	G	0	G	G
5196	75	OLDS	SPRM	BASE	0	G	E	E	G	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G
5197	75	OLDS	CUTL	BASE	0	G	E	G	G	G	G	G	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
5198	75	OLDS	ROYA	BASE	0	E	E	E	G	E	E	E	E	E	1	G	2	0	0	N	F	0	E	F	0	E	F
5199	75	PLYM	VALI	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	Y	F	0	F	G	0	F	G
5200	75	PLYM	FURY	BASE	3	F	G	F	G	G	F	F	F	F	1	G	1	0	0	N	G	0	E	G	0	E	G
				A/M	0	G	E	G	G	G	G	G	E	E	1	G	1	0	0	N	G	0	G	G	0	G	G
5201	75	PLYM	GRNF	BASE	0	G	E	G	G	G	G	G	G	G	3	P	2	0	0	N	G	0	G	F	0	F	F
				A/M	0	G	G	E	G	G	E	E	E	E	1	E	1	0	0	Y	G	0	G	E	0	G	E
5202	75	PONT	LEMA	BASE	0	G	G	G	G	G	G	G	G	G	1	G	1	0	0	N	E	0	E	E	0	E	E
5203	75	PONT	LEMA	BASE	0	E	E	G	G	G	G	G	E	E	1	G	3	0	1	N	F	0	G	G	0	G	G
5204	75	PONT	CATA	BASE	0	E	E	E	G	G	E	E	E	E	1	G	1	0	0	N	G	0	G	G	0	E	G
				A/M	0	E	E	E	G	G	E	E	E	E	1	G	1	0	0	N	G	0	G	G	0	G	G
5205	75	DATS	B210	BASE	0	G	G	F	-	G	G	G	G	G	1	G	1	0	0	Y	E	0	P	E	0	F	E
				A/M	0	G	E	G	-	E	E	E	G	G	1	E	1	0	0	Y	E	0	G	E	0	G	E
5206	75	DATS	610	BASE	0	G	E	G	G	G	G	G	G	G	1	G	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	G	G	E	E	E	E	E	2	G	3	0	0	Y	F	0	P	G	0	F	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
5207	75	FIAT	SPID	BASE	0	E	E	G	-	G	G	G	G	E	1	G	6	0	0	N	F	0	P	G	0	G	F
5208	75	HOND	CVCC	BASE	0	G	E	G	-	E	G	G	G	G	1	G	2	0	3	Y	F	0	G	G	0	G	G
				A/M	0	E	E	G	-	G	G	G	G	G	1	G	5	0	0	N	F	0	G	F	0	P	G
5209	75	MAZD	808	BASE	0	E	E	E	-	E	E	E	E	E	1	G	2	0	0	Y	F	0	F	G	0	F	G
				A/M	0	E	E	G	-	E	E	E	E	E	1	E	1	0	0	Y	F	0	F	G	0	F	G
5210	75	TOYO	CORO	BASE	0	F	G	F	-	G	G	G	F	F	1	G	15	0	0	Y	F	0	U	F	0	U	F
				A/M	0	E	E	E	-	E	E	E	G	G	2	E	2	0	0	N	G	0	G	G	0	G	G
5211	75	TOYO	CORO	BASE	0	G	E	G	E	E	G	G	G	G	1	E	4	0	0	N	F	0	G	G	0	P	G
				A/M	0	E	E	G	E	G	G	G	E	E	1	G	2	0	0	N	G	0	G	G	0	G	G
5212	75	VOLK	RABB	BASE	0	E	E	G	-	G	G	G	E	E	1	G	2	0	2	Y	F	0	F	F	0	F	F
5213	75	VOLK	SEDA	BASE	0	E	E	E	-	E	E	E	E	E	1	E	3	0	0	N	G	0	G	G	0	G	G
6322	76	BUIC	REGA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
6323	76	OLDS	NNTY	BASE	0	E	E	E	E	E	E	E	E	E	2	E	3	0	0	N	G	0	G	E	0	E	E
5324	75	PLYM	GRNF	BASE	0	E	E	E	G	E	E	E	E	G	1	E	10	1	0	Y	G	0	E	E	0	E	E
6325	76	OLDS	NNTY	BASE	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	Y	F	0	P	F	0	G	G
5326	75	DATS	710	BASE	0	G	E	G	G	E	G	G	G	G	2	E	1	0	0	N	E	0	E	E	0	E	E
6327	76	CHRY	NEWP	BASE	0	G	G	G	G	F	F	F	F	G	2	G	2	0	0	N	F	0	F	F	0	F	F
5328	75	PONT	CATA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
5329	75	FORD	LTD	BASE	0	G	E	E	F	G	E	E	E	G	2	G	1	0	0	N	F	0	F	G	0	F	G
5330	75	CHEV	MALI	BASE	0	E	E	E	E	E	E	E	E	E	4	E	2	0	0	Y	G	0	G	G	0	G	G
6331	76	PLYM	VOLA	BASE	0	G	G	G	G	G	G	G	G	G	2	G	1	0	0	Y	G	0	G	G	0	G	G
5332	75	CHEV	STAW	BASE	0	G	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
5333	75	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
5334	75	CHEV	MALI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	Y	F	1	F	F	0	F	G
6335	76	FORD	GRAN	BASE	0	E	E	E	G	E	E	E	E	G	1	U	1	0	0	N	E	0	E	E	0	E	E
5336	75	CHRY	NEWP	BASE	0	G	E	G	G	G	G	G	G	G	1	G	8	1	0	N	G	0	G	G	0	G	G

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
5337	75	OLDS	DELT	BASE	0	G	E	E	E	E	E	G	G	G	1	E	2	0	0	N	E	0	E	E	0	E	E
6338	76	FORD	TORI	BASE	0	G	G	G	F	G	G	G	G	G	1	G	1	0	0	N	E	0	G	E	0	G	E
6339	76	FORD	STAW	BASE	0	G	E	G	E	E	G	G	G	G	1	G	8	0	0	N	E	0	E	E	0	E	E
6340	76	VOLK	RABB	BASE	0	G	G	G	-	G	E	E	G	G	1	G	2	0	0	Y	F	0	U	F	0	P	F
5341	75	FORD	LTD	BASE	0	E	E	E	G	E	E	E	E	G	1	E	2	0	0	N	E	0	E	E	0	E	E
5342	75	FORD	TORI	BASE	0	G	G	G	F	F	G	G	G	G	1	G	3	3	0	N	F	0	F	F	0	F	F
5343	75	FORD	TORI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	3	0	0	N	E	0	E	E	0	E	E
5344	75	OLDS	STAW	BASE	0	G	G	G	E	E	G	G	G	G	1	E	5	0	0	Y	E	0	P	E	0	E	E
5345	75	CHEV	IMPA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	G	0	G	G	0	G	G
5346	75	MERC	MONA	BASE	0	E	E	E	E	E	E	E	E	E	1	E	7	0	0	N	F	0	F	F	0	F	F
5347	75	MERC	COME	BASE	2	F	G	F	F	F	F	F	F	P	2	F	1	0	0	Y	G	0	G	E	0	G	E
5348	75	CADI	DEVI	BASE	0	E	E	E	E	E	E	E	E	E	1	E	4	0	0	N	G	0	E	G	0	G	G
6349	76	FORD	LTD	BASE	0	E	E	E	E	E	E	E	E	E	2	E	3	0	0	N	F	0	P	F	0	F	F
5350	75	PONT	CATA	BASE	0	E	E	E	E	E	E	E	E	E	2	E	2	0	0	N	G	0	G	G	0	G	G
5351	75	PLYM	DUST	BASE	2	F	G	F	P	F	P	P	F	F	3	P	3	1	0	N	P	0	F	P	0	G	F
6352	76	CHEV	C10	BASE	0	G	E	G	G	E	F	F	G	G	1	G	1	0	0	N	E	0	E	E	0	E	E
8353	78	FORD	F250	BASE	0	E	E	E	-	G	E	E	E	E	1	E	3	0	0	Y	G	0	G	G	0	G	G
7354	77	DODG	B100	BASE	0	E	G	E	E	E	E	E	E	G	2	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	1	E	E	E	E	E	E	E	E	E	3	E	1	0	0	N	E	0	E	E	0	E	E
7355	77	FORD	F150	BASE	0	E	E	E	-	E	E	E	E	E	1	E	4	0	0	Y	G	1	[illegible]	G	0	G	G
				A/M	0	E	E	E	-	E	E	E	E	E	6	G	1	0	0	Y	F	0	[illegible]	G	0	F	G
6356	76	FORD	F100	BASE	0	E	E	E	-	E	E	E	E	E	1	E	2	0	0	N	G	0	F	G	0	G	G
6357	76	DODG	B100	BASE	0	E	E	E	-	E	E	E	E	E	1	E	5	1	0	Y	E	0	G	E	0	E	E
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	1	0	Y	G	0	G	G	0	G	G
8358	78	FORD	F150	BASE	0	G	E	G	-	E	G	G	G	G	2	E	3	0	0	Y	E	0	G	E	0	G	E

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	¼	½	⅔	¾	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7359	77	PLYM	PB10	BASE	0	G	G	F	G	G	F	G	G	E	1	G	1	0	0	N	F	0	F	F	0	G	G
				A/M	0	P	G	F	G	G	F	F	F	F	2	F	2	0	1	Y	F	0	F	G	0	G	G
7360	77	CHEV	C10	BASE	0	E	E	E	-	E	E	E	E	E	3	E	1	0	0	Y	F	0	G	G	0	G	G
7361	77	FORD	F250	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	G	E
7362	77	CHEV	C10	BASE	0	G	E	G	-	E	G	G	G	G	1	E	3	0	0	N	G	0	G	G	0	F	G
7363	77	FORD	E240	BASE	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	G	E	E	E	E	E	2	E	1	0	0	N	E	0	G	E	0	E	E
7364	77	DODG	B100	BASE	0	E	E	E	E	E	E	E	E	E	3	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	F	E	E	E	E	E	1	E	1	0	0	N	F	0	F	G	0	G	G
5365	75	FORD	E150	BASE	0	E	E	E	-	E	E	E	E	E	2	E	4	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	F	0	G	G	0	G	G
6366	76	CHEV	G20	BASE	0	E	E	G	-	G	E	E	E	E	1	G	1	0	0	Y	E	0	E	E	0	E	E
5367	75	FORD	E100	BASE	0	E	E	E	-	E	E	E	E	E	3	E	2	0	0	Y	G	0	G	G	0	G	G
7368	77	CHEV	C20	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	E	0	E	E
				A/M	0	G	G	G	-	E	G	G	G	G	2	E	2	0	0	N	E	0	E	E	0	E	E
5369	75	FORD	F250	BASE	0	G	G	G	G	G	G	G	G	G	2	G	2	0	0	Y	F	0	F	F	0	F	F
				A/M	0	E	E	G	G	E	E	E	E	E	1	E	3	0	0	Y	F	0	F	G	0	F	G
7370	77	GMC	C250	BASE	0	G	E	E	G	G	E	E	E	E	1	G	1	0	0	N	F	0	G	E	0	G	E
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	E	E
5371	75	CHEV	G10	BASE	2	F	G	F	-	F	F	F	F	F	2	F	2	0	0	Y	F	0	F	G	0	F	G
5372	75	FORD	E140	BASE	0	E	E	E	-	E	E	E	E	E	2	G	1	0	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	G	-	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	G	E
6373	76	DODG	B100	BASE	0	E	E	E	G	E	E	E	E	E	2	E	1	0	0	Y	E	0	E	E	0	E	E
				A/M	0	E	E	E	G	G	E	E	E	E	1	E	1	0	0	N	E	0	E	E	0	E	E
7374	77	GMC	C250	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	Y	E	0	G	E	0	E	E
6375	76	CHEV	C20	BASE	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	E	0	G	E	0	G	E
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	N	G	0	G	G	0	G	G
7376	77	CHEV	C10	BASE	0	E	E	E	G	E	E	E	E	E	1	E	1	0	0	Y	G	0	F	G	0	G	G
				A/M	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	E	0	E	E	0	E	E

APPENDIX D (CONT)

LISTING OF VEHICLE DRIVEABILITY EVALUATIONS

DENVER

					CONSTANT SPEED PHASE						ACCELERATION FROM STOP PHASE				RE-START PHASE		COLD START & IDLE PHASE					DRIVE-AWAY PHASE					
VEH. NO.	YR	MAKE	MODL	TEST SEQ.	NS	AQ	CQ	SA	IO	IF	1/4	1/2	2/3	3/4	CT	IQ	CT	ND	NS	HL	IQ	N1	A1	I1	N2	A2	I2
7377	77	DODG	B200	BASE	0	G	E	G	-	E	E	E	E	G	1	E	2	0	0	N	G	0	G	G	0	G	G
				A/M	0	G	G	G	-	G	G	G	G	G	2	G	2	0	0	N	G	0	G	G	0	G	G
5378	75	FORD	F250	BASE	0	E	G	E	-	E	E	E	G	G	1	E	2	1	0	N	E	0	E	E	0	E	E
				A/M	0	E	E	E	-	E	E	E	E	E	1	E	1	0	0	Y	E	0	E	E	0	E	E
5379	75	FORD	F150	BASE	0	E	E	E	-	E	E	E	E	E	1	E	4	0	0	Y	P	0	P	F	0	E	F
8380	78	FORD	F250	BASE	0	E	E	E	E	E	E	E	E	E	1	E	2	0	0	N	E	0	E	E	0	G	E
6381	76	FORD	F250	BASE	0	E	E	E	-	G	E	E	E	E	1	E	2	0	0	N	E	0	E	E	0	E	E
				A/M	0	G	G	G	-	G	G	G	G	G	1	G	2	0	0	N	G	0	G	G	0	G	G

APPENDIX E - LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

VEH. NO. - Vehicle number

YR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

MAN HRS - Man hours required for inspection

TEST SEQ - Test sequence (BASE: inspection in as-received condition; A/M: inspection after the repair facility inspection maintenance procedure)

SYSTEM - Identifies the system inspected as below:

INDUCTION - Induction system

CARBURETOR - Carburetor and fuel system (fuel subsystem)

CHOKE - Carburetor and fuel system (choke subsystem)

IGNITION - Ignition system

E.G.R. - Exhaust gas recirculation system

AIR PUMP - Air pump system

P.C.V. - Positive crankcase ventilation system

EXHAUST - Exhaust system

EVAPORATIVE - Evaporative control system

INT. ENGINE - Internal engine and miscellaneous components

SYS. PERF. - Results of system inspection (PASS: all applicable subsystems pass inspection; FAIL: one or more subsystems fail inspection; N/A: not applicable)

SUBSYSTEM PERFORMANCE - P: pass; F: fail; -: not applicable

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SYSTEM	SUBSYSTEM DESCRIPTION & CODE
Induction System	Heated Air Inlet Door (01)
	Heated Air Inlet Diaphragm (02)
	Temperature Sensors, Switches, Modulators (03)
	Delay Valve (Ford Only) (04)
	Air Filter Element (05)
	Hoses, Tubes, Lines, Wires (06)
	Other - Induction System (07)
Carburetor and Fuel System (Fuel Subsystem)	Carburetor Assembly (01)
	Limiter Cap(s) (02)
	Idle Mixture Adjustment (03)
	Idle Speed (RPM) (04)
	External Idle Enrichment (Chrysler Only) (05)
	Idle Stop Solenoid (06)
	Dashpot, Other Throttle Modulators (07)
	Fuel Filter Element (08)
	Hose, Lines, Wires (09)
	Other - Fuel System (10)
Carburetor and Fuel System (Choke Subsystem)	Choke Adjustment (01)
	Vacuum Diaphragm (02)
	Electrical Controls (03)
	Hoses, Lines, Wires for Choke Subsystem (04)
	Exhaust Heat Control Valve Assembly (05)
	Actuating Diaphragm (06)
	Coolant Temperature Sensing Vacuum Switches (07)
	Check Valve (GM Only) (08)
	Hoses, Lines, Wires (09)
	Other - Choke or After Combustion (10)
Ignition System	Distributor Assy (incl. cap, rotor, Mech. Adv., Elec. Ign.) (01)
	Initial Timing (02)
	Spark Plugs and Their Wires (03)
	Vacuum Advance Unit (04)
	Spark Delay Devices (05)
	Coolant Temperature Sensing Vacuum Switches (06)
	Hoses, Lines, Wires (not Spark Plug Wires) (07)
	Dwell (08)
	Other - Ignition System (09)
EGR System	EGR Valve Assembly (01)
	EGR Valve Backpressure Transducer (02)
	EGR Time Delay Solenoid (03)
	Venturi Vacuum Amplifier (04)
	High Speed Modulator (05)
	Vacuum Reservoir (06)
	Coolant Temperature Sensing Switches (07)
	Hoses, Lines, Wires (08)
	Other - EGR System (09)

SYSTEM	SUBSYSTEM DESCRIPTION & CODE
Air Pump System	Air Pump Assembly (01)
	Bypass Valve, Pump Valve (02)
	Check Valve (03)
	Electrical P.V.S. (04)
	Solenoid Vacuum Valve (05)
	Floor Pan Switch (06)
	Vacuum Differential Control (07)
	Drive Belt, Attaching Hardware (08)
	Hoses, Lines, Wires (09)
	Other - Air Pump System (10)
P.C.V. System	PCV Valve Assembly (01)
	Filters (02)
	Hoses, Lines (03)
	Other - PCV System (04)
Exhaust System	Exhaust Manifold, Tailpipe, Muffler (01)
	Catalyst (02)
	Other - Exhaust System (03)
Evaporative Control System	Evaporative Canister (Ex. Filter) (01)
	Canister Filter (02)
	Hoses, Lines (03)
	Other - Evaporative (04)
Internal Engine and Misc. Components	Engine Assembly (01)
	Engine Oil and Filter (02)
	Cooling System (03)
	Mechanical Valve Adjustment (04)
	Carb. and Intake Manifold Bolts (05)
	Belt Tensions (Other Than Air Pump) (06)
	Hoses, Lines, Wires (Other Than Those Related to Above Sys) (07)
	Other - Internal Engine and Misc. Components (08)

APPENDIX E

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
8001	78	BUIC	REGA	305	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8002	78	BUIC	ELEC	403	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	P
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8003	78	CADI	DEVI	425	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

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APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8004	78	CHEV	NOVA	250	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	-	-	P	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8005	78	CHEV	NOVA	250	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8006	78	CHEV	NOVA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8007	78	CHEV	MONT	305	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8008	78	CHEV	IMPA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	P	P	-	P	P	P	P	P	P	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	1	2	3	4	5	6	7	8	9	10
8009	78	DODG	ASPE	225	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	P	-	P	P	P	-
							CHOKE	PASS	-	P	P	P	P	-	-	-	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	P	-	P	P	P	-
							CHOKE	PASS	-	P	P	P	P	-	-	-	P	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8010	78	FORD	GRAN	250	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8011	78	FORD	GRAN	302	1.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	F	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8012	78	FORD	LTD2	351	2.0	BASE	INDUCTION	PASS	P	P	P	P	P	P	P			
							CARBURETOR	PASS	P	P	P	P	-	P	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	P	P	P	P			
							CARBURETOR	PASS	P	P	P	P	-	P	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8013	78	FORD	LTD	400	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	FAIL	P	P	-	-	-	-	P	F	-	
							AIR PUMP	FAIL	P	P	P	-	-	-	-	P	F	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8014	78	MERC	MONA	250	1.0	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	P	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	P						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	P						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	P						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8015	78	MERC	MARQ	400	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8016	78	OLDS	CUTL	260	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8017	78	OLDS	CUTL	305	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	P	P	P	F	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8018	78	OLDS	DELT	350	1.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8019	78	PLYM	VOLA	225	1.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	PASS	P	P	P	P	P	-	P	P	P	-
							CHOKE	FAIL	-	P	P	P	P	-	-	-	F	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
8020	78	PONT	LEMA	305	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8021	78	PONT	LEMA	305	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
8022	78	DATS	B210	085	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	P	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	-	P	P	P	P	P	P	F		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	P	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	P	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	-	P	P	P	P	P	P	F		
8023	78	TOYO	CORO	097	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.3	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
8024	78	VOLK	RABB	089	1.0	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	-	-	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	PASS	-	-	P	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7025	77	AMC	STAW	232	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	-	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	-	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7026	77	AMC	STAW	258	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	-	-	-	P	P
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7027	77	BUIC	SKYL	231	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	P						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7028	77	BUIC	CNTY	231	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7029	77	BUIC	REGA	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	P	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	P	P	P	-	
							AIR PUMP	PASS	P	P	P	P	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	FAIL	P	P	P	F						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7030	77	BUIC	LESA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7031	77	BUIC	RIVI	403	1.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7032	77	CADI	ELDO	425	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7033	77	CADI	DEVI	425	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7034	77	CADI	DEVI	425	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7035	77	CHEV	CHET	098	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7036	77	CHEV	STAW	140	2.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7037	77	CHEV	MONZ	140	1.5	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7038	77	CHEV	STAW	140	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	-	-	-	-	-	-	-	-	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
7039	77	CHEV	NOVA	250	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7040	77	CHEV	CAMA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7041	77	CHEV	NOVA	250	2.5	BASE	INDUCTION	FAIL	P	P	F	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
						2.5	A/M	INDUCTION	FAIL	P	P	F	-	P	P	-		
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7042	77	CHEV	NOVA	250	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7043	77	CHEV	CONC	350	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	P			
							CARBURETOR	FAIL	P	F	P	P	-	P	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	P	P	P	-	
							AIR PUMP	PASS	P	P	-	-	P	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7044	77	CHEV	MONT	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7045	77	CHEV	MONT	350	1.8	BASE	INDUCTION	FAIL	P	P	P	-	P	F	P			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7046	77	CHEV	NOVA	250	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7047	77	CHEV	MALI	350	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7048	77	CHEV	IMPA	350	0.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7049	77	CHEV	IMPA	350	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	P	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	-	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7050	77	CHEV	CAPR	350	2.0	BASE	INDUCTION	FAIL	P	P	F	-	P	F	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	P	P	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7051	77	CHRY	NEWY	440	2.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	P	P	P	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	-	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7052	77	DODG	STAW	225	1.3	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	P	-	-	-	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	FAIL	P	-	P	P	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
7053	77	DODG	ASPE	318	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	F	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	F	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7054	77	DODG	CHAR	360	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	F	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	FAIL	P	-	P	P	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7055	77	FORD	STAW	140	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7056	77	FORD	MUST	140	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7057	77	FORD	MUST	302	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	-	-	-	-	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7058	77	FORD	MACH	302	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7059	77	FORD	GRAN	302	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	F	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7060	77	FORD	GRAN	302	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7061	77	FORD	GRAN	302	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7062	77	FORD	THND	351	1.0	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	F	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7063	77	FORD	GRAN	302	1.0	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7064	77	FORD	LTD2	351	1.3	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7065	77	FORD	LTD2	351	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	P	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7066	77	FORD	LTD2	400	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	FAIL	P	P	-	-	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7067	77	FORD	STAW	400	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7068	77	LINC	CONT	460	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	FAIL	F	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	P						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7069	77	MERC	MONA	302	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7070	77	MERC	MONA	302	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7071	77	MERC	COUG	351	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	P			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7072	77	OLDS	SPRM	231	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	P	-	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7073	77	OLDS	STAR	231	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	P		
7074	77	OLDS	CUTL	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	P	-	P	-
							CHOKE	PASS	P	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7075	77	OLDS	SPRM	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7076	77	OLDS	DELT	350	1.1	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	P		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7077	77	OLDS	ROYA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7078	77	OLDS	ROYA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7079	77	PLYM	STAW	225	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	P	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	-	-	P	-	P	-	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7080	77	PLYM	STAW	318	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	P			
							CARBURETOR	PASS	P	P	P	P	P	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	P	P	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH.					MAN	TEST		SYS.	SUBSYSTEM PERFORMANCE									
NO.	YR	MAKE	MODL	CID	HRS	SEQ.	SYSTEM	PERF	1	2	3	4	5	6	7	8	9	10
7081	77	PLYM	VOLA	318	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	P			
							CARBURETOR	FAIL	P	F	P	P	P	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	PASS	P	P	-	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7082	77	PLYM	FURY	360	1.0	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	F	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	P	P	F	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	-	-	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7083	77	PONT	VENT	231	1.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7084	77	PONT	FIRE	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7085	77	PONT	VENT	350	1.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7086	77	PONT	VENT	350	1.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7087	77	PONT	GRNP	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	P	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7088	77	PONT	STAW	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	P
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	P
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7089	77	DATS	F10	085	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	-	P	-	P	P	P	P	P	-
							P.C.V.	PASS	-	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	-	P	-	P	P	P	P	P	-
							P.C.V.	PASS	-	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7090	77	DATS	B210	085	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	P	P	F	P	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	-	P	-	P	P	-	P	P	P
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7091	77	DATS	200S	119	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	P	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7092	77	HOND	CVCC	091	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7093	77	HOND	ACCO	098	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	-	P	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7094	77	TOYO	CORO	097	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7095	77	TOYO	CORO	097	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7096	77	TOYO	CELI	134	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	P			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7097	77	TOYO	CELI	134	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	P	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	-	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
7098	77	VOLK	RABB	097	2.0	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	-	-	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	-	P	F	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	-	-	P	F	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7099	77	VOLK	RABB	097	2.0	BASE	INDUCTION	N/A	-	-	-	-	-	-	-			
							CARBURETOR	FAIL	-	-	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	-	P	F	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					1.5	A/M	INDUCTION	N/A	-	-	-	-	-	-	-			
							CARBURETOR	PASS	-	-	P	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	-	P	F	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6100	76	AMC	HORN	258	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6101	76	AMC	PACE	258	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	FAIL	P	F	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6102	76	BUIC	REGA	231	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	-	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6103	76	BUIC	CNTY	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	P	P	P	-	P	P	P	-		
6104	76	BUIC	LESA	350	1.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6105	76	BUIC	RIVI	455	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	P	P	P	-	P	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6106	76	CADI	FLEE	500	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6107	76	CADI	DEVI	500	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6108	76	CHEV	CHET	085	1.5	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	P	-	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	-	F	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6109	76	CHEV	STAW	140	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6110	76	CHEV	STAW	140	1.0	BASE	INDUCTION	FAIL	P	-	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6111	76	CHEV	NOVA	250	1.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
6112	76	CHEV	NOVA	250	1.5	BASE	INDUCTION	FAIL	P	P	-	-	F	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	-	P	P	P	-	P	-
							IGNITION	FAIL	F	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6113	76	CHEV	CAMA	305	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6114	76	CHEV	MALI	350	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6115	76	CHEV	MALI	305	2.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	P			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6116	76	CHEV	MONT	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	P	P	P	-	P	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6117	76	CHEV	MALI	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	P	P	F	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6118	76	CHEV	VETT	350	1.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	FAIL	F	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6119	76	CHEV	STAW	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	-	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6120	76	CHEV	MONT	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6121	76	CHEV	MONT	400	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6122	76	CHRY	CORD	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	-	-	-	-	-
							IGNITION	PASS	P	P	P	-	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6123	76	DODG	STAW	225	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	P	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	P	P	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6124	76	DODG	STAW	318	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	F	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	P	-	F	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	P							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6125	76	DODG	ASPE	318	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6126	76	DODG	STAW	225	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6127	76	FORD	STAW	140	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	-	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	-	-	P	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6128	76	FORD	STAW	140	1.0	BASE	INDUCTION	FAIL	P	F	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6129	76	FORD	MUST	171	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	P	P	F	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	P	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6130	76	FORD	GRAN	250	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	P	-	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6131	76	FORD	GRAN	302	1.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	F	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6132	76	FORD	GRAN	302	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	FAIL	P	F	-	-	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6133	76	FORD	GRAN	351	1.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	P			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6134	76	FORD	TORI	351	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	F	-	P	P	-	-	-	P	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6135	76	FORD	GRAN	351	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6136	76	FORD	LTD	400	1.0	BASE	INDUCTION	FAIL	P	P	P	P	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	P	-	P	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6137	76	FORD	STAW	400	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6138	76	LINC	CONT	460	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	F	-	P	P	-	-	
							E.G.R.	FAIL	P	F	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6139	76	MERC	COME	302	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6140	76	MERC	COUG	351	2.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	FAIL	P	F	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6141	76	MERC	COUG	400	0.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	F	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	FAIL	P	F	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6142	76	OLDS	CUTL	260	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6143	76	OLDS	SPRM	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6144	76	OLDS	SPRM	350	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6145	76	OLDS	STAW	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6146	76	OLDS	ROYA	455	2.0	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6147	76	PLYM	VOLA	225	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	P	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	-	-	-	P	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	P	F						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	-	P	P	F	P	P	P	-		
6148	76	PLYM	VOLA	318	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	F	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
6149	76	PLYM	VOLA	318	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	P
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6150	76	PLYM	STAW	360	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6151	76	PONT	VENT	250	2.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6152	76	PONT	GRNP	350	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6153	76	PONT	CATA	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6154	76	PONT	CATA	400	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	-	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6155	76	DATS	B210	085	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	-	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
6156	76	DATS	B210	085	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	-	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	FAIL	P	F	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
6157	76	DATS	STAW	119	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	FAIL	P	F	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6158	76	FIAT	X1/9	079	1.5	BASE	INDUCTION	FAIL	-	-	-	-	F	P	-			
							CARBURETOR	FAIL	P	-	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	-	P	P	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	-	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6159	76	HOND	CVCC	091	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	P	-	P	F	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	-	-	P	P						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6160	76	TOYO	CORO	097	1.5	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	P	P	P	P	P	P	F	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6161	76	TOYO	CORO	097	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6162	76	TOYO	CELI	133	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6163	76	VOLK	SEDA	097	1.5	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	-	-	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	-	P	F	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6164	76	VOLK	RABB	097	2.5	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	P	-	F	F	-	-	P	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	P	-	P	P	F	-	
							E.G.R.	FAIL	P	P	-	-	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	FAIL	P	F	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5165	75	AMC	HORN	258	0.8	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	F	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5166	75	AMC	STAW	304	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	P	-	F	-	-	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5167	75	BUIC	SKYL	231	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	P	F	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5168	75	BUIC	CNTY	350	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	F	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5169	75	BUIC	RIVI	455	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5170	75	CADI	DEVI	500	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5171	75	CHEV	STAW	140	1.5	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5172	75	CHEV	VEGA	140	1.3	BASE	INDUCTION	FAIL	P	P	-	-	F	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	-	P	P	-
							CHOKE	FAIL	P	-	P	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	-	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5173	75	CHEV	CAMA	250	1.3	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	-	P	P	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5174	75	CHEV	NOVA	262	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5175	75	CHEV	MALI	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5176	75	CHEV	MONT	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	P	F	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5177	75	CHEV	IMPA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5178	75	CHEV	IMPA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5179	75	CHEV	STAW	400	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5180	75	CHEV	STAW	400	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	F	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	P	
							E.G.R.	FAIL	P	-	-	-	-	-	F	F	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5181	75	CHRY	CORD	360	1.3	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5182	75	DODG	SWIN	225	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	P	-	-	-	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	FAIL	P	-	P	P	-	-	P	F	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	FAIL	-	F	P	P	P	P	P	-		
5183	75	DODG	CORO	318	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5184	75	FORD	GRAN	250	1.8	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	-	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5185	75	FORD	MUST	171	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

									SUBSYSTEM PERFORMANCE									
VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	1	2	3	4	5	6	7	8	9	10
5186	75	FORD	GRAN	250	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	P	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5187	75	FORD	MAVE	302	1.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	F	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5188	75	FORD	ELIT	351	1.3	BASE	INDUCTION	FAIL	P	P	P	P	F	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	P	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5189	75	FORD	LTD	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5190	75	FORD	LTD	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5191	75	FORD	LTD	400	2.0	BASE	INDUCTION	FAIL	P	P	P	P	F	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	FAIL	F	F	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	P	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5192	75	LINC	CONT	460	1.0	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	P	P	F	
							AIR PUMP	FAIL	P	P	P	-	P	-	F	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	FAIL	P	F	F	-	P	P	P	-		
5193	75	MERC	MONA	351	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	P	F	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5194	75	MERC	MARQ	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5195	75	OLDS	CUTL	260	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	P	P	P	P	P	F
							IGNITION	FAIL	P	P	F	P	-	-	P	-	P	
							E.G.R.	PASS	P	P	-	-	P	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5196	75	OLDS	SPRM	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5197	75	OLDS	CUTL	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5198	75	OLDS	ROYA	455	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5199	75	PLYM	VALI	225	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
5200	75	PLYM	FURY	318	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5201	75	PLYM	GRNF	360	1.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	P	-	-	-	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5202	75	PONT	LEMA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5203	75	PONT	LEMA	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	F	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	F	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5204	75	PONT	CATA	400	1.5	BASE	INDUCTION	FAIL	P	P	F	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	F	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5205	75	DATS	B210	085	2.0	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	PASS	P	-	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	-	-	-	-	-	P	P	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5206	75	DATS	610	119	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	-	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5207	75	FIAT	SPID	107	2.0	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	P	P	P	-	-	-	P	F	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	-	-	P	P						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5208	75	HOND	CVCC	091	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	FAIL	F	P	F	P	-	-	P	P	P	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	-	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5209	75	MAZD	808	096	1.5	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5210	75	TOYO	CORO	097	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	F	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	PASS	P	P	-	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5211	75	TOYO	CORO	133	2.0	BASE	INDUCTION	PASS	-	-	-	-	P	P	P			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	-	P	P	-	P	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5212	75	VOLK	RABB	090	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	-	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	P	-	
							E.G.R.	FAIL	P	-	-	-	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5213	75	VOLK	SEDA	097	1.0	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	-	-	F	P	-	-	-	P	P	P
							CHOKE	N/A	-	-	-	-	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	-	F	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	-	P	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
6322	76	BUIC	REGA	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	FAIL	P	F	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6323	76	OLDS	NNTY	455	1.0	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	FAIL	F	-	-	-	-	-	-	F	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5324	75	PLYM	GRNF	360	1.0	BASE	INDUCTION	FAIL	P	P	F	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	FAIL	P	-	F	P	-	-	P	P	P	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6325	76	OLDS	NNTY	455	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	FAIL	P	P	P	F						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5326	75	DATS	710	119	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	P	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		
6327	76	CHRY	NEWP	360	1.3	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	P	-	P	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	P	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5328	75	PONT	CATA	400	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	-	P	P	P
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5329	75	FORD	LTD	400	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	P	-	P	P	-
							CHOKE	FAIL	F	F	P	P	P	P	P	-	P	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	FAIL	P	P	P	-	P	P	P	F		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5330	75	CHEV	MALI	350	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6331	76	PLYM	VOLA	318	0.8	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5332	75	CHEV	STAW	350	1.3	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	P	F	P	-	P	P	-	P	
							E.G.R.	FAIL	P	-	-	-	-	-	F	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5333	75	CADI	DEVI	500	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	P	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5334	75	CHEV	MALI	350	0.8	BASE	INDUCTION	FAIL	P	P	-	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6335	76	FORD	GRAN	302	2.0	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	P		
5336	75	CHRY	NEWP	440	2.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	F	F	-	-	P	P	-
							CHOKE	FAIL	F	F	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	F	P	F	-	-	
							E.G.R.	FAIL	P	-	P	P	-	-	P	F	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5337	75	OLDS	DELT	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	-	P	P	P	-	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	1	2	3	4	5	6	7	8	9	10
									SUBSYSTEM PERFORMANCE									
6338	76	FORD	TORI	351	1.8	BASE	INDUCTION	FAIL	P	P	P	P	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6339	76	FORD	STAW	460	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6340	76	VOLK	RABB	097	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	F	F	F	P	-	-	P	P	F	-
							CHOKE	FAIL	F	-	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	P	-	
							E.G.R.	FAIL	P	-	-	-	-	P	-	F	-	
							AIR PUMP	PASS	P	P	-	-	-	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	FAIL	P	P	F							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
5341	75	FORD	LTD	400	1.5	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	F	-	F	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	FAIL	P	-	-	-	-	-	P	F	-	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5342	75	FORD	TORI	400	1.5	BASE	INDUCTION	FAIL	P	P	P	P	F	P	-			
							CARBURETOR	FAIL	P	F	F	F	P	-	P	P	P	-
							CHOKE	PASS	-	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	-	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5343	75	FORD	TORI	351	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	P	
							AIR PUMP	PASS	P	P	P	-	P	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5344	75	OLDS	STAW	455	1.3	BASE	INDUCTION	FAIL	P	P	P	-	P	P	F			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5345	75	CHEV	IMPA	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5346	75	MERC	MONA	302	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	P	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	P	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	P	P	P	P	-	
							AIR PUMP	PASS	P	P	P	P	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5347	75	MERC	COME	250	1.5	BASE	INDUCTION	PASS	P	P	-	P	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	-	P	P	-
							CHOKE	PASS	P	-	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	-	P	-	
							AIR PUMP	PASS	P	P	P	-	P	-	-	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5348	75	CADI	DEVI	500	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	P	P	P	-
							CHOKE	FAIL	F	P	P	P	P	P	P	-	P	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6349	76	FORD	LTD	400	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	P	
							AIR PUMP	PASS	P	P	P	-	-	-	-	P	P	P
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5350	75	PONT	CATA	400	1.5	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	P
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5351	75	PLYM	DUST	318	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	P	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	P	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6352	76	CHEV	C10	350	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
8353	78	FORD	F250	300	1.0	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	-	-	P	P	-
							CHOKE	PASS	-	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7354	77	DODG	B100	318	2.0	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7355	77	FORD	F150	351	1.5	BASE	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	P	-	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6356	76	FORD	F100	390	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	P	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
6357	76	DODG	B100	360	1.7	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
8358	78	FORD	F150	300	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7359	77	PLYM	PB10	318	1.5	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7360	77	CHEV	C10	250	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	P	-	P	P	-
							CHOKE	PASS	-	P	P	P	P	P	P	-	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	P	P	P	P	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7361	77	FORD	F250	460	1.0	BASE	INDUCTION	FAIL	P	-	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
7362	77	CHEV	C10	250	1.0	BASE	INDUCTION	FAIL	P	P	F	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	P	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7363	77	FORD	E240	460	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	F	-	P	-	P	P	-
							CHOKE	PASS	P	-	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	F	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	P	-	P	P	-
							CHOKE	FAIL	P	-	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7364	77	DODG	B100	318	1.5	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	F	-	-	P	P	-
							CHOKE	FAIL	-	P	P	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	F	-	-	P	P	-
							CHOKE	PASS	-	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	P	-	P	-	-	
							E.G.R.	PASS	P	-	P	P	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
5365	75	FORD	E150	300	1.5	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	-	-	P	P	P	-	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	P	P	P	-
							CHOKE	PASS	P	-	-	P	P	P	-	-	P	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	P	P	P	P	-		
6366	76	CHEV	G20	350	2.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5367	75	FORD	E100	300	1.0	BASE	INDUCTION	FAIL	P	P	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	P	F	-	P	-	P	P	-
							CHOKE	FAIL	F	P	P	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	P	P	-	-	
							E.G.R.	PASS	P	-	-	P	-	P	P	P	-	
							AIR PUMP	PASS	P	P	P	-	-	-	P	P	P	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	-	P	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7368	77	CHEV	C20	454	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	P	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	P	P	P	-	P	P	P	-		
5369	75	FORD	F250	360	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
7370	77	GMC	C250	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	P	P	F	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5371	75	CHEV	G10	250	1.0	BASE	INDUCTION	PASS	P	P	-	-	P	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	P	-	P	P	-
							CHOKE	FAIL	F	P	-	P	P	P	P	P	P	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	PASS	P	-	-	-	-	-	P	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	P	-							
							EVAPORATIVE	PASS	P	P	P	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5372	75	FORD	E140	300	2.0	BASE	INDUCTION	FAIL	P	P	F	-	P	F	P			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	F	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	FAIL	P	P	F	-	P	F	P			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	F	P	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6373	76	DODG	B100	440	2.5	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	P	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	FAIL	-	P	F	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	F	-	-	P	P	-
							CHOKE	PASS	P	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	-	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	FAIL	-	P	F	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7374	77	GMC	C250	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.5	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	F	-	-	-	P	P	-
							CHOKE	FAIL	-	P	-	P	-	-	-	-	-	F
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
6375	76	CHEV	C20	350	1.0	BASE	INDUCTION	FAIL	F	F	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	FAIL	F	F	P	-	P	F	-			
							CARBURETOR	FAIL	P	F	F	F	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE 1	2	3	4	5	6	7	8	9	10
7376	77	CHEV	C10	350	1.0	BASE	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	P	P	-	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
7377	77	DODG	B200	318	1.3	BASE	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	P	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	-	-	-	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	P	-	-	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX E (CONT)

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
5378	75	FORD	F250	360	1.3	BASE	INDUCTION	FAIL	P	P	P	-	F	P	-			
							CARBURETOR	FAIL	P	P	F	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					0.8	A/M	INDUCTION	PASS	P	P	P	-	P	P	-			
							CARBURETOR	PASS	P	P	P	P	-	-	P	P	P	-
							CHOKE	PASS	-	P	-	P	-	-	-	-	-	-
							IGNITION	FAIL	P	F	P	P	-	-	P	-	P	
							E.G.R.	PASS	P	P	-	-	-	-	-	P	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
5379	75	FORD	F150	390	1.5	BASE	INDUCTION	FAIL	P	-	P	-	P	P	F			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	FAIL	-	P	P	-	P	P	P	F		
8380	78	FORD	F250	400	1.0	BASE	INDUCTION	FAIL	P	P	F	P	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	P	-	P	-	-	-	-	-	-
							IGNITION	PASS	P	P	P	P	-	P	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

LISTING OF VEHICLE MALADJUSTMENT & DISABLEMENT INSPECTIONS

DENVER

VEH. NO.	YR	MAKE	MODL	CID	MAN HRS	TEST SEQ.	SYSTEM	SYS. PERF	SUBSYSTEM PERFORMANCE									
									1	2	3	4	5	6	7	8	9	10
6381	76	FORD	F250	390	1.0	BASE	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		
					1.0	A/M	INDUCTION	PASS	P	-	P	-	P	P	-			
							CARBURETOR	FAIL	P	F	F	P	-	-	-	P	P	-
							CHOKE	FAIL	F	-	-	P	-	-	-	-	-	F
							IGNITION	FAIL	P	F	P	P	-	-	P	-	-	
							E.G.R.	N/A	-	-	-	-	-	-	-	-	-	
							AIR PUMP	N/A	-	-	-	-	-	-	-	-	-	-
							P.C.V.	PASS	P	P	P	-						
							EXHAUST	PASS	P	-	-							
							EVAPORATIVE	N/A	-	-	-	-						
							INT. ENGINE	PASS	-	P	P	-	P	P	P	-		

APPENDIX F - LISTING OF EMISSION TEST RESULTS

Legend

VEH. NO. - Vehicle number

MODL YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

Each point of a test sequence consisted of a series of five different exhaust emission tests. Of these, three were mass emission tests using the CVS testing procedure. The other two measured undiluted tailpipe exhaust concentrations. The results of these various tests are listed with the mass emission results first, followed by the raw exhaust concentrations.

TEST TYPE - Indicates the test or portion of test being listed.

FEDERAL TEST PROCEDURE (mass emission test)

75 BASIC FTP - 1975 Federal Test Procedure composite in as-received condition.

75 A/M FTP - 1975 Federal Test Procedure composite as measured after the garage inspection and maintenance procedure.

75 EXT FTP 1 - 1975 Federal Test Procedure composite as measured after the extended vehicle emission control system maintenance procedure.

HIGHWAY FUEL ECONOMY TEST (mass emission test)

HWFET - Results of Highway Fuel Economy Test

TWO SPEED IDLE TEST (undiluted exhaust test)

2SP IDLE 2500 - Measurements taken with engine at 2500 RPM, transmission in neutral

2SP IDLE NEUT - Measurements taken with engine at normal idle transmission in neutral

2SP IDIS 2500 - Measurements taken with engine at 2500 RPM, transmission in neutral with one spark plug disconnected (Induced Malperformance Idle Test)

2SP IDIS NEUT - Measurements taken with engine at normal idle, transmission in neutral with one spark plug disconnected (Induced Malperformance Idle Test)

2SP IRPT 2500 - Repeat of measurements taken with engine at 2500 RPM, transmission in neutral and spark plug reconnected

2SP IRPT NEUT - Repeat of measurements taken with engine at normal idle, transmission in neutral and spark plug reconnected

FEDERAL THREE MODE TEST (undiluted exhaust test)

FED 3 MODE 52 - 52 mile per hour portion of Federal Three Mode Test

FED 3 MODE 25 - 25 mile per hour portion of Federal Three Mode Test

FED 3 MODE ID - Readings taken with engine at idle, transmission in drive

FED 3 MODE IN - Readings taken with engine at idle, transmission in neutral

COMMENTS - A brief description of items that may be significant as regards analysis of the various test sequences

EMISSION RESULTS - The measurements collected on the various tests described above, measurement units are as follows

HC - Unburned hydrocarbon emissions; in grams per mile for mass emission tests and PPM hexane equivalent for the undiluted exhaust tests

CO - Carbon monoxide emissions; in grams per mile for mass emission tests and mole percent for undiluted exhaust tests

CO_2 - Carbon dioxide emission in grams per mile, not measured during undiluted exhaust tests

NO_{xc} - Oxides of nitrogen emissions; in grams per mile and corrected for humidity for mass emission tests and in PPM with the instrument in the NO mode for undiluted exhaust tests

FUEL ECON MPG - Fuel economy calculated by the carbon balance method, in miles per gallon.

APPENDIX F

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8001	1978	BUIC	REGA	305	75 BASIC FTP	0.57	15.1	572.3	1.27	14.8
					HWFET	0.07	2.1	425.1	1.15	20.7
					FED SHORT CYC	0.26	7.2	455.2	0.97	19.0
					2SP IDLE 2500	25.8	0.00		140.9	
					2SP IDLE NEUT	12.4	0.00		61.1	
					2SP IDIS 2500	64.0	0.00		148.3	
					2SP IDIS NEUT	23.6	0.00		81.5	
					2SP IRPT 2500	18.8	0.00		148.6	
					2SP IRPT NEUT	10.9	0.00		68.8	
					FED 3 MODE 52	10.0	0.00		342.5	
					FED 3 MODE 25	10.7	0.00		127.9	
					FED 3 MODE ID	8.1	0.00		275.0	
					FED 3 MODE IN	7.5	0.00		56.0	
8002	1978	BUIC	ELEC	403	75 BASIC FTP	2.51	47.1	609.6	1.11	12.8
					HWFET	0.70	23.8	459.8	1.36	17.8
					FED SHORT CYC	2.55	65.8	448.6	0.65	15.8
					2SP IDLE 2500	66.6	0.96		143.3	
					2SP IDLE NEUT	84.2	0.37		31.7	
					2SP IDIS 2500	238.8	0.58		82.5	
					2SP IDIS NEUT	203.6	0.20		28.0	
					2SP IRPT 2500	31.7	0.81		90.2	
					2SP IRPT NEUT	77.1	0.63		35.0	
					FED 3 MODE 52	13.8	0.25		75.9	
					FED 3 MODE 25	7.1	0.15		43.8	
					FED 3 MODE ID	84.6	0.31		42.0	
					FED 3 MODE IN	78.2	0.52		26.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES, INC.
19900 E. COLFAX, AURORA, COLO. 80011

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8003	1978	CADI	DEVI	425	75 BASIC FTP	0.49	7.7	727.7	1.10	12.0
					HWFET	0.06	0.3	510.5	1.25	17.4
					FED SHORT CYC	0.23	1.1	536.7	0.71	16.5
					2SP IDLE 2500	2.6	0.00		77.5	
					2SP IDLE NEUT	10.5	0.00		73.8	
					2SP IDIS 2500	70.1	0.00		162.9	
					2SP IDIS NEUT	13.6	0.00		101.2	
					2SP IRPT 2500	4.5	0.00		81.0	
					2SP IRPT NEUT	7.7	0.00		76.2	
					FED 3 MODE 52	6.2	0.00		313.0	
					FED 3 MODE 25	5.2	0.00		159.0	
					FED 3 MODE ID	1.7	0.00		121.5	
					FED 3 MODE IN	3.2	0.00		76.8	
					75 A/M FTP	0.72	8.8	712.5	3.97	12.2
					HWFET	0.08	0.0	537.5	3.44	16.5
					FED SHORT CYC	0.45	9.3	574.1	2.10	15.0
					2SP IDLE 2500	15.7	0.00		227.4	
					2SP IDLE NEUT	16.1	0.00		66.9	
					2SP IDIS 2500	64.4	0.00		260.3	
					2SP IDIS NEUT	15.5	0.00		87.3	
					2SP IRPT 2500	7.7	0.00		200.9	
					2SP IRPT NEUT	13.0	0.00		88.4	
					FED 3 MODE 52	10.5	0.00		1045.3	
					FED 3 MODE 25	10.3	0.00		625.9	
					FED 3 MODE ID	7.7	0.00		130.0	
					FED 3 MODE IN	11.5	0.00		67.8	
			COMMENT :		PASSED WHEN RECEIVED. NO MAINTENANCE.					
8004	1978	CHEV	NOVA	250	75 BASIC FTP	2.95	62.9	424.9	0.48	16.6
					HWFET	1.32	38.9	330.0	1.37	22.5
					FED SHORT CYC	1.54	55.4	337.3	0.27	20.7
					2SP IDLE 2500	94.2	1.21		34.8	
					2SP IDLE NEUT	34.4	0.00		83.9	
					2SP IDIS 2500	340.2	0.29		71.9	
					2SP IDIS NEUT	35.2	0.00		166.4	
					2SP IRPT 2500	40.4	0.71		43.6	
					2SP IRPT NEUT	17.4	0.00		119.2	
					FED 3 MODE 52	71.3	0.85		346.7	
					FED 3 MODE 25	93.4	0.81		50.5	
					FED 3 MODE IN	17.0	0.00		108.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
8005	1978	CHEV	NOVA	250	75 BASIC FTP	3.96	77.1	424.8	1.06	15.9
					HWFET	1.83	37.0	350.1	1.71	21.4
					FED SHORT CYC	2.74	45.8	348.3	0.52	20.7
					2SP IDLE 2500	39.8	0.02		54.0	
					2SP IDLE NEUT	421.0	0.83		5.4	
					2SP IDIS 2500	219.7	0.24		186.6	
					2SP IDIS NEUT	502.0	0.71		10.2	
					2SP IRPT 2500	26.7	0.00		130.0	
					2SP IRPT NEUT	427.8	0.52		4.3	
					FED 3 MODE 52	159.9	2.58		507.9	
					FED 3 MODE 25	204.6	1.73		204.9	
					FED 3 MODE ID	301.7	1.88		80.9	
					FED 3 MODE IN	405.4	0.19		2.2	
					75 A/M FTP	3.03	48.6	533.0	1.44	14.3
					HWFET	1.49	32.2	350.9	1.37	21.8
					FED SHORT CYC	1.47	34.6	432.3	0.45	18.1
					2SP IDLE 2500	9.2	0.01		113.8	
					2SP IDLE NEUT	2.2	0.02		209.6	
					2SP IDIS 2500	32.0	0.04		251.9	
					2SP IDIS NEUT	37.2	0.09		242.4	
					2SP IRPT 2500	0.0	0.03		159.8	
					2SP IRPT NEUT	0.0	0.02		232.2	
					FED 3 MODE 52	141.2	2.45		476.3	
					FED 3 MODE 25	186.6	1.74		179.1	
					FED 3 MODE ID	219.7	0.95		506.9	
					FED 3 MODE IN	24.0	0.01		234.3	
			COMMENT :		ADJ TIMING, IRPM.					
8006	1978	CHEV	NOVA	350	75 BASIC FTP	0.57	12.5	634.5	1.59	13.5
					HWFET	0.07	0.2	482.8	1.86	18.4
					FED SHORT CYC	0.16	0.0	507.6	1.17	17.5
					2SP IDLE 2500	28.7	0.00		84.9	
					2SP IDLE NEUT	8.6	0.00		59.8	
					2SP IDIS 2500	46.9	0.00		142.2	
					2SP IDIS NEUT	5.2	0.00		86.3	
					2SP IRPT 2500	11.5	0.00		86.6	
					2SP IRPT NEUT	3.0	0.00		69.4	
					FED 3 MODE 52	10.3	0.00		362.5	
					FED 3 MODE 25	6.0	0.00		186.8	
					FED 3 MODE ID	3.5	0.00		270.8	
					FED 3 MODE IN	5.8	0.00		63.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
8007	1978	CHEV	MONT	305	75 BASIC FTP	0.84	23.1	530.0	0.70	15.6
					HWFET	0.13	5.0	385.8	0.91	22.5
					FED SHORT CYC	0.41	8.0	418.0	0.55	20.6
					2SP IDLE 2500	10.5	0.00		99.7	
					2SP IDLE NEUT	15.3	0.00		50.5	
					2SP IDIS 2500	98.4	0.00		134.8	
					2SP IDIS NEUT	10.0	0.00		59.5	
					2SP IRPT 2500	13.6	0.00		104.0	
					2SP IRPT NEUT	17.0	0.00		52.5	
					FED 3 MODE 52	13.6	0.00		352.0	
					FED 3 MODE 25	13.0	0.00		236.5	
					FED 3 MODE ID	9.8	0.00		80.0	
					FED 3 MODE IN	8.1	0.00		46.4	
					75 A/M FTP	0.99	28.8	532.8	0.62	15.3
					HWFET	0.18	12.6	416.5	0.42	20.3
					FED SHORT CYC	6.99	122.1	418.4	0.17	14.0
					2SP IDLE 2500	10.0	0.00		66.2	
					2SP IDLE NEUT	10.9	0.00		46.9	
					2SP IDIS 2500	20.1	0.00		78.4	
					2SP IDIS NEUT	7.1	0.00		44.3	
					2SP IRPT 2500	4.7	0.00		74.8	
					2SP IRPT NEUT	6.7	0.00		54.5	
					FED 3 MODE 52	11.1	0.00		222.1	
					FED 3 MODE 25	9.4	0.00		144.9	
					FED 3 MODE ID	7.1	0.00		61.0	
					FED 3 MODE IN	9.2	0.00		39.4	

COMMENT : PASSED WHEN RECEIVED. NO MAINTENANCE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8008	1978	CHEV	IMPA	350	75 BASIC FTP	3.93	66.4	546.5	0.75	13.4
					HWFET	1.39	26.6	454.9	1.27	17.7
					FED SHORT CYC	1.00	27.6	472.6	0.26	17.1
					2SP IDLE 2500	11.3	0.00		41.7	
					2SP IDLE NEUT	9.8	0.00		60.8	
					2SP IDIS 2500	14.0	0.01		141.7	
					2SP IDIS NEUT	6.2	0.00		72.2	
					2SP IRPT 2500	6.2	0.02		55.2	
					2SP IRPT NEUT	3.9	0.00		60.3	
					FED 3 MODE 52	35.8	0.54		277.1	
					FED 3 MODE 25	27.9	0.13		354.1	
					FED 3 MODE ID	7.3	0.00		140.4	
					FED 3 MODE IN	7.7	0.00		52.1	
					75 A/M FTP	2.09	44.1	539.4	0.89	14.4
					HWFET	1.48	30.2	422.4	1.37	18.7
					FED SHORT CYC	2.03	79.4	415.5	0.42	16.2
					2SP IDLE 2500	100.5	1.17		72.4	
					2SP IDLE NEUT	18.8	0.00		50.4	
					2SP IDIS 2500	95.8	0.05		88.6	
					2SP IDIS NEUT	15.1	0.00		63.4	
					2SP IRPT 2500	18.0	0.00		121.8	
					2SP IRPT NEUT	17.4	0.00		52.1	
					FED 3 MODE 52	63.0	0.60		459.4	
					FED 3 MODE 25	133.9	0.82		266.6	
					FED 3 MODE ID	11.3	0.00		154.7	
					FED 3 MODE IN	10.0	0.00		50.6	

COMMENT : ADJ TIMING, IRPM. SMALL RUBBER GROMMET BETWEEN BREATHER TUBE + AIR CLEANER ASSEMBLY MISSING. IDLE QUALITY FAIR TO MARGINAL.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8009	1978	DODG	ASPE	225	75 BASIC FTP	0.37	4.8	582.0	1.90	15.0
					HWFET	0.08	0.2	463.0	1.30	19.1
					FED SHORT CYC	0.46	12.5	448.2	0.83	18.9
					2SP IDLE 2500	14.9	0.00		52.0	
					2SP IDLE NEUT	17.0	0.00		22.8	
					2SP IDIS 2500	48.7	0.00		178.9	
					2SP IDIS NEUT	23.4	0.00		69.7	
					2SP IRPT 2500	18.0	0.00		54.6	
					2SP IRPT NEUT	21.5	0.00		33.7	
					FED 3 MODE 52	10.7	0.00		283.5	
					FED 3 MODE 25	11.3	0.00		213.6	
					FED 3 MODE ID	14.9	0.00		94.0	
					FED 3 MODE IN	15.1	0.00		29.9	
					75 A/M FTP	0.56	4.1	564.8	1.68	15.5
					HWFET	0.07	0.3	447.6	1.21	19.8
					FED SHORT CYC	0.35	7.0	425.5	0.78	20.3
					2SP IDLE 2500	13.4	0.00		57.1	
					2SP IDLE NEUT	22.5	0.00		21.1	
					2SP IDIS 2500	56.0	0.00		184.4	
					2SP IDIS NEUT	25.4	0.00		45.4	
					2SP IRPT 2500	19.0	0.00		59.1	
					2SP IRPT NEUT	19.4	0.00		22.1	
					FED 3 MODE 52	7.9	0.00		308.8	
					FED 3 MODE 25	9.8	0.00		218.1	
					FED 3 MODE ID	8.1	0.00		82.1	
					FED 3 MODE IN	12.4	0.00		24.7	
			COMMENT :		PASSED WHEN RECEIVED. NO MAINTENANCE.					
8010	1978	FORD	GRAN	250	75 BASIC FTP	0.74	13.3	490.6	0.88	17.3
					HWFET	0.16	0.7	353.2	0.81	25.0
					FED SHORT CYC	0.28	0.8	385.5	1.02	22.9
					2SP IDLE 2500	25.2	0.00		34.0	
					2SP IDLE NEUT	8.1	0.00		93.9	
					2SP IDIS 2500	45.9	0.00		70.1	
					2SP IDIS NEUT	8.4	0.00		144.9	
					2SP IRPT 2500	21.1	0.00		35.6	
					2SP IRPT NEUT	12.2	0.00		92.5	
					FED 3 MODE 52	19.0	0.00		294.0	
					FED 3 MODE 25	13.0	0.00		185.8	
					FED 3 MODE ID	6.9	0.01		532.2	
					FED 3 MODE IN	14.9	0.00		68.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8011	1978	FORD	GRAN	302	75 BASIC FTP	2.25	52.6	528.8	0.35	14.3
					HWFET	0.22	5.1	377.1	0.44	23.0
					FED SHORT CYC	1.93	21.8	409.8	0.54	19.7
					2SP IDLE 2500	32.8	0.00		69.1	
					2SP IDLE NEUT	362.0	3.52		34.0	
					2SP IDIS 2500	59.2	0.00		118.9	
					2SP IDIS NEUT	1264.6	1.44		48.6	
					2SP IRPT 2500	48.5	0.00		64.2	
					2SP IRPT NEUT	415.1	3.24		38.2	
					FED 3 MODE 52	41.4	0.00		213.1	
					FED 3 MODE 25	38.8	0.00		160.8	
					FED 3 MODE ID	374.7	3.45		106.4	
					FED 3 MODE IN	464.4	3.43		31.9	
					75 A/M FTP	1.20	31.3	516.0	0.39	15.6
					HWFET	0.25	7.3	387.9	0.40	22.2
					FED SHORT CYC	0.77	17.9	414.6	0.26	19.9
					2SP IDLE 2500	17.2	0.01		78.2	
					2SP IDLE NEUT	10.5	0.01		98.2	
					2SP IDIS 2500	31.1	0.01		65.9	
					2SP IDIS NEUT	0.0	0.01		152.1	
					2SP IRPT 2500	8.4	0.01		79.5	
					2SP IRPT NEUT	1.3	0.01		128.4	
					FED 3 MODE 52	22.1	0.00		254.2	
					FED 3 MODE 25	25.8	0.00		164.5	
					FED 3 MODE ID	7.9	0.01		243.4	
					FED 3 MODE IN	12.2	0.01		85.1	
			COMMENT :		ADJ TIMING, IRPM.					
					75 EXT. FTP 1	1.35	29.0	522.1	0.43	15.5
					HWFET	0.21	5.8	382.1	0.37	22.7
					FED SHORT CYC	0.76	18.6	455.6	0.35	18.2
					2SP IDLE 2500	23.6	0.00		72.7	
					2SP IDLE NEUT	11.3	0.01		84.5	
					FED 3 MODE 52	25.2	0.00		244.7	
					FED 3 MODE 25	31.9	0.00		196.1	
					FED 3 MODE ID	10.3	0.04		206.5	
					FED 3 MODE IN	31.5	0.25		0.2	
			COMMENT :		ADJ FIRPM, TIMING, CHOKE, VAC BREAK. TIGHTEN DIST.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8012	1978	FORD	LTD2	351	75 BASIC FTP	0.57	8.0	667.5	1.28	13.0
					HWFET	0.15	1.0	427.5	1.42	20.7
					FED SHORT CYC	1.00	3.0	519.2	1.33	16.8
					2SP IDLE 2500	100.5	0.00		202.0	
					2SP IDLE NEUT	35.2	0.00		77.8	
					2SP IDIS 2500	65.8	0.01		222.7	
					2SP IDIS NEUT	323.7	0.37		65.4	
					2SP IRPT 2500	93.6	0.00		194.8	
					2SP IRPT NEUT	35.2	0.00		71.5	
					FED 3 MODE 52	23.8	0.00		438.4	
					FED 3 MODE 25	43.1	0.00		149.9	
					FED 3 MODE ID	257.6	1.65		123.4	
					FED 3 MODE IN	269.7	0.66		65.2	
					75 A/M FTP	2.08	15.6	662.0	1.64	12.8
					HWFET	0.15	0.4	427.5	1.57	20.7
					FED SHORT CYC	0.93	2.7	515.2	1.52	17.0
					2SP IDLE 2500	74.1	0.00		216.0	
					2SP IDLE NEUT	31.1	0.00		90.1	
					2SP IDIS 2500	35.0	0.01		211.8	
					2SP IDIS NEUT	577.6	1.07		67.7	
					2SP IRPT 2500	68.4	0.00		245.5	
					2SP IRPT NEUT	24.4	0.00		93.1	
					FED 3 MODE 52	25.6	0.00		649.1	
					FED 3 MODE 25	31.1	0.00		337.2	
					FED 3 MODE ID	280.9	2.55		160.8	
					FED 3 MODE IN	252.5	1.68		78.3	
			COMMENT :		PASSED WHEN RECEIVED. NO MAINTENANCE.					
					75 EXT. FTP 1	0.97	9.8	696.2	1.34	12.4
					HWFET	0.14	0.6	447.7	1.70	19.8
					FED SHORT CYC	0.68	0.6	528.8	1.49	16.7
					2SP IDLE 2500	93.2	0.00		212.6	
					2SP IDLE NEUT	15.3	0.00		73.8	
					FED 3 MODE 52	18.4	0.00		530.1	
					FED 3 MODE 25	15.7	0.00		169.3	
					FED 3 MODE ID	235.3	1.70		122.9	
					FED 3 MODE IN	36.6	0.00		58.9	
			COMMENT :		ADJ CHOKE.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES, INC.
19900 E. COLFAX, AURORA, COLO. 80011

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8013	1978	FORD	LTD	400	75 BASIC FTP	2.93	71.1	585.7	3.46	12.6
					HWFET	1.09	24.3	453.0	4.44	17.9
					FED SHORT CYC	2.60	25.8	504.1	4.30	16.1
					2SP IDLE 2500	27.5	0.00		453.1	
					2SP IDLE NEUT	356.9	3.75		42.4	
					2SP IDIS 2500	50.5	0.01		583.8	
					2SP IDIS NEUT	327.2	3.54		30.5	
					2SP IRPT 2500	25.8	0.00		476.3	
					2SP IRPT NEUT	360.4	3.68		39.6	
					FED 3 MODE 52	68.9	1.05		2063.3	
					FED 3 MODE 25	9.8	0.02		1567.9	
					FED 3 MODE ID	239.4	4.56		42.4	
					FED 3 MODE IN	297.7	3.81		35.7	
					75 A/M FTP	0.68	8.4	711.6	1.69	12.2
					HWFET	0.09	1.5	517.5	1.11	17.1
					FED SHORT CYC	0.62	0.9	564.3	1.74	15.6
					2SP IDLE 2500	27.3	0.00		116.5	
					2SP IDLE NEUT	73.1	0.14		22.7	
					2SP IDIS 2500	11.7	0.04		107.2	
					2SP IDIS NEUT	114.7	0.22		31.3	
					2SP IRPT 2500	26.9	0.00		129.8	
					2SP IRPT NEUT	111.8	0.42		20.9	
					FED 3 MODE 52	8.1	0.00		339.3	
					FED 3 MODE 25	14.2	0.00		414.1	
					FED 3 MODE ID	151.5	1.21		103.8	
					FED 3 MODE IN	132.0	0.25		9.2	

COMMENT : ADJ IRPM. INSTALL VACUUM HOSE AT LEFT FRONT OF CARB BELOW ACCELERATOR PUMP.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS ----- HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8014	1978	MERC	MONA	250	75 BASIC FTP	0.84	13.2	490.9	1.78	17.3
					HWFET	0.11	0.6	365.4	1.59	24.2
					FED SHORT CYC	0.16	0.3	394.5	1.29	22.4
					2SP IDLE 2500	17.4	0.00		63.7	
					2SP IDLE NEUT	4.5	0.00		99.6	
					2SP IDIS 2500	15.9	0.00		86.7	
					2SP IDIS NEUT	6.2	0.00		120.5	
					2SP IRPT 2500	14.7	0.00		63.2	
					2SP IRPT NEUT	8.1	0.00		110.1	
					FED 3 MODE 52	9.4	0.00		381.5	
					FED 3 MODE 25	7.7	0.00		326.7	
					FED 3 MODE ID	3.4	0.00		414.1	
					FED 3 MODE IN	5.2	0.00		75.1	
					75 A/M FTP	0.78	11.8	491.4	1.86	17.3
					HWFET	0.10	0.5	365.7	1.75	24.2
					FED SHORT CYC	0.46	9.0	388.2	1.35	22.0
					2SP IDLE 2500	21.9	0.01		62.4	
					2SP IDLE NEUT	1.7	0.01		105.1	
					2SP IDIS 2500	21.1	0.01		77.5	
					2SP IDIS NEUT	0.7	0.01		112.5	
					2SP IRPT 2500	14.7	0.01		60.3	
					2SP IRPT NEUT	0.4	0.01		89.4	
					FED 3 MODE 52	8.4	0.01		470.0	
					FED 3 MODE 25	9.0	0.00		359.3	
					FED 3 MODE ID	4.7	0.00		306.7	
					FED 3 MODE IN	6.4	0.00		64.3	

COMMENT : PASSED WHEN RECEIVED. NO MAINTENANCE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

						EMISSION RESULTS				
VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8015	1978	MERC	MARQ	400	75 BASIC FTP	0.78	13.5	696.3	1.38	12.3
					HWFET	0.10	2.1	491.9	0.98	17.9
					FED SHORT CYC	0.70	4.3	522.1	1.25	16.7
					2SP IDLE 2500	28.9	0.00		96.5	
					2SP IDLE NEUT	415.1	4.82		23.4	
					2SP IDIS 2500	26.2	0.00		107.5	
					2SP IDIS NEUT	628.1	3.74		19.0	
					2SP IRPT 2500	31.5	0.00		92.8	
					2SP IRPT NEUT	376.8	5.08		22.5	
					FED 3 MODE 52	21.5	0.00		317.2	
					FED 3 MODE 25	17.6	0.00		248.7	
					FED 3 MODE ID	349.2	5.43		28.4	
					FED 3 MODE IN	467.2	5.26		24.2	
					75 A/M FTP	0.62	13.1	714.1	1.26	12.0
					HWFET	0.13	1.2	504.4	1.20	17.5
					FED SHORT CYC	0.86	5.1	640.9	1.97	13.6
					2SP IDLE 2500	7.3	0.00		91.1	
					2SP IDLE NEUT	276.8	4.00		25.6	
					2SP IDIS 2500	15.5	0.01		109.3	
					2SP IDIS NEUT	608.6	2.83		22.0	
					2SP IRPT 2500	21.5	0.00		94.2	
					2SP IRPT NEUT	287.0	3.72		25.3	
					FED 3 MODE 52	12.1	0.00		359.3	
					FED 3 MODE 25	9.6	0.00		266.6	
					FED 3 MODE ID	298.7	5.27		34.4	
					FED 3 MODE IN	348.2	4.30		29.3	

COMMENT : ADJ IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8016	1978	OLDS	CUTL	260	75 BASIC FTP	2.81	66.0	500.8	0.32	14.5
					HWFET	1.62	45.0	350.2	0.50	20.8
					FED SHORT CYC	1.36	37.4	417.6	0.21	18.5
					2SP IDLE 2500	21.9	0.01		12.3	
					2SP IDLE NEUT	15.1	0.00		113.8	
					2SP IDIS 2500	107.8	0.11		129.5	
					2SP IDIS NEUT	18.4	0.00		126.6	
					2SP IRPT 2500	17.2	0.04		8.8	
					2SP IRPT NEUT	15.5	0.00		126.6	
					FED 3 MODE 52	120.3	1.77		125.5	
					FED 3 MODE 25	119.3	1.07		49.9	
					FED 3 MODE ID	13.2	0.01		609.1	
					FED 3 MODE IN	11.1	0.00		109.1	
					75 A/M FTP	1.58	38.6	520.5	0.43	15.1
					HWFET	1.41	41.1	345.2	0.43	21.4
					FED SHORT CYC	1.00	28.3	415.1	0.43	19.2
					2SP IDLE 2500	10.9	0.00		103.8	
					2SP IDLE NEUT	6.2	0.00		129.8	
					2SP IDIS 2500	49.3	0.05		95.5	
					2SP IDIS NEUT	3.0	0.00		177.8	
					2SP IRPT 2500	0.0	0.03		3.2	
					2SP IRPT NEUT	0.0	0.00		143.8	
					FED 3 MODE 52	110.0	1.84		120.7	
					FED 3 MODE 25	105.1	0.83		43.4	
					FED 3 MODE ID	9.2	0.00		870.4	
					FED 3 MODE IN	9.2	0.00		125.3	
				COMMENT :	PASSED WHEN RECEIVED. NO MAINTENANCE.					
8017	1978	OLDS	CUTL	305	75 BASIC FTP	0.74	12.1	636.7	1.10	13.5
					HWFET	0.07	0.9	453.4	0.88	19.5
					FED SHORT CYC	0.21	1.0	550.9	0.74	16.0
					2SP IDLE 2500	10.1	0.00		71.2	
					2SP IDLE NEUT	11.5	0.00		45.4	
					2SP IDIS 2500	43.9	0.00		87.0	
					2SP IDIS NEUT	9.8	0.00		47.9	
					2SP IRPT 2500	9.4	0.00		75.1	
					2SP IRPT NEUT	7.7	0.00		46.8	
					FED 3 MODE 52	6.2	0.00		182.0	
					FED 3 MODE 25	6.2	0.00		138.8	
					FED 3 MODE ID	8.6	0.00		79.1	
					FED 3 MODE IN	5.2	0.00		43.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
8018	1978	OLDS	DELT	350	75 BASIC FTP	2.71	41.5	539.9	0.73	14.5
					HWFET	0.48	10.5	408.8	1.12	20.8
					FED SHORT CYC	2.07	42.3	414.6	0.49	18.2
					2SP IDLE 2500	18.0	0.06		47.0	
					2SP IDLE NEUT	18.8	0.00		63.7	
					2SP IDIS 2500	78.0	0.00		194.8	
					2SP IDIS NEUT	10.9	0.00		49.3	
					2SP IRPT 2500	7.7	0.00		190.0	
					2SP IRPT NEUT	35.4	0.12		11.6	
					FED 3 MODE 52	13.0	0.00		434.2	
					FED 3 MODE 25	9.8	0.00		344.6	
					FED 3 MODE ID	10.7	0.01		109.6	
					FED 3 MODE IN	121.2	0.16		27.6	
					75 A/M FTP	2.86	47.6	525.7	0.63	14.6
					HWFET	0.78	19.1	403.4	0.74	20.4
					FED SHORT CYC	1.81	36.4	349.1	0.39	21.5
					2SP IDLE 2500	14.7	0.14		8.9	
					2SP IDLE NEUT	14.7	0.00		19.3	
					2SP IDIS 2500	26.4	0.05		27.6	
					2SP IDIS NEUT	76.3	0.06		22.0	
					2SP IRPT 2500	6.9	0.08		8.8	
					2SP IRPT NEUT	58.2	0.12		3.8	
					FED 3 MODE 52	17.6	0.00		481.6	
					FED 3 MODE 25	10.9	0.00		359.3	
					FED 3 MODE ID	7.3	0.00		114.9	
					FED 3 MODE IN	17.2	0.05		0.0	
				COMMENT :	PASSED WHEN RECEIVED. NO MAINTENANCE.					
8019	1978	PLYM	VOLA	225	75 BASIC FTP	0.40	4.5	611.5	0.92	14.3
					HWFET	0.07	1.1	495.5	0.77	17.8
					FED SHORT CYC	0.57	26.5	530.4	0.25	15.5
					2SP IDLE 2500	15.3	0.00		47.4	
					2SP IDLE NEUT	14.0	0.00		17.0	
					2SP IDIS 2500	32.0	0.00		66.0	
					2SP IDIS NEUT	18.6	0.00		32.0	
					2SP IRPT 2500	17.6	0.00		41.8	
					2SP IRPT NEUT	18.8	0.00		15.2	
					FED 3 MODE 52	5.6	0.00		247.6	
					FED 3 MODE 25	4.1	0.00		156.8	
					FED 3 MODE ID	3.9	0.00		36.6	
					FED 3 MODE IN	5.0	0.00		17.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8020	1978	PONT	LEMA	305	75 BASIC FTP	3.50	64.1	471.7	1.08	15.2
					HWFET	1.74	38.3	344.8	1.82	21.6
					FED SHORT CYC	2.29	38.4	353.0	0.65	21.1
					2SP IDLE 2500	73.7	0.83		138.3	
					2SP IDLE NEUT	280.9	2.87		26.7	
					2SP IDIS 2500	531.0	1.93		208.3	
					2SP IDIS NEUT	949.8	2.69		16.1	
					2SP IRPT 2500	70.3	1.26		178.1	
					2SP IRPT NEUT	260.6	2.79		22.8	
					FED 3 MODE 52	137.4	1.61		621.7	
					FED 3 MODE 25	12.1	0.03		435.2	
					FED 3 MODE ID	336.9	2.86		30.4	
					FED 3 MODE IN	281.4	2.23		17.0	
					75 A/M FTP	1.45	21.8	492.6	1.01	16.7
					HWFET	1.06	24.1	364.5	1.29	21.9
					FED SHORT CYC	0.47	6.6	407.7	0.54	21.2
					2SP IDLE 2500	12.6	0.08		3.3	
					2SP IDLE NEUT	14.5	0.00		67.6	
					2SP IDIS 2500	30.9	0.03		113.6	
					2SP IDIS NEUT	14.5	0.00		96.6	
					2SP IRPT 2500	15.3	0.05		16.2	
					2SP IRPT NEUT	16.5	0.00		70.6	
					FED 3 MODE 52	95.6	0.94		483.7	
					FED 3 MODE 25	7.1	0.00		772.4	
					FED 3 MODE ID	3.2	0.00		218.7	
					FED 3 MODE IN	4.1	0.00		66.5	

COMMENT : ADJ IDLE MIXTURE, IRPM, TIMING. IDLE QUALITY FAIR.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
8021	1978	PONT	LEMA	305	75 BASIC FTP	4.72	108.9	420.7	1.34	14.6
					HWFET	2.09	44.5	323.2	1.64	22.2
					FED SHORT CYC	3.49	88.7	317.6	0.58	19.0
					2SP IDLE 2500	105.7	1.64		155.2	
					2SP IDLE NEUT	377.8	6.26		42.0	
					2SP IDIS 2500	910.3	1.29		136.9	
					2SP IDIS NEUT	1620.8	5.68		16.3	
					2SP IRPT 2500	108.2	1.46		154.7	
					2SP IRPT NEUT	394.7	7.08		18.9	
					FED 3 MODE 52	170.0	1.67		777.7	
					FED 3 MODE 25	132.3	0.73		414.1	
					FED 3 MODE ID	387.5	7.06		30.9	
					FED 3 MODE IN	416.1	6.83		24.6	
					75 A/M FTP	1.63	30.3	496.2	0.86	16.2
					HWFET	0.84	21.4	344.2	1.07	23.3
					FED SHORT CYC	0.86	19.0	410.7	0.53	20.0
					2SP IDLE 2500	50.9	0.86		78.5	
					2SP IDLE NEUT	11.1	0.00		63.0	
					2SP IDIS 2500	204.1	0.42		46.7	
					2SP IDIS NEUT	12.2	0.00		91.8	
					2SP IRPT 2500	17.2	0.60		26.4	
					2SP IRPT NEUT	9.6	0.00		84.9	
					FED 3 MODE 52	114.8	1.32		510.0	
					FED 3 MODE 25	4.3	0.01		306.7	
					FED 3 MODE ID	0.2	0.00		159.8	
					FED 3 MODE IN	0.9	0.00		67.4	

COMMENT : ADJ TIMING, IRPM, IDLE MIXTURE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8022	1978	DATS	B210	085	75 BASIC FTP	8.91	22.8	266.9	1.05	26.8
					HWFET	2.03	12.8	214.3	1.81	36.8
					FED SHORT CYC	7.88	10.8	219.6	0.62	33.9
					2SP IDLE 2500	1941.5	0.15		7.1	
					2SP IDLE NEUT	1976.8	0.04		10.1	
					2SP IDIS 2500	1976.8	0.13		10.7	
					2SP IDIS NEUT	1976.8	0.03		24.9	
					2SP IRPT 2500	702.2	0.21		10.3	
					2SP IRPT NEUT	1635.1	0.08		17.7	
					FED 3 MODE 52	262.6	0.54		1055.2	
					FED 3 MODE 25	172.7	0.42		490.0	
					FED 3 MODE IN	1976.8	0.05		12.1	
					75 A/M FTP	10.09	17.7	275.5	1.10	26.5
					HWFET	2.01	14.0	215.4	1.92	36.4
					FED SHORT CYC	8.66	10.7	232.3	1.01	32.1
					2SP IDLE 2500	1596.4	0.15		8.4	
					2SP IDLE NEUT	1976.8	0.07		45.5	
					2SP IDIS 2500	1976.8	0.25		89.7	
					2SP IDIS NEUT	1976.8	5.82		11.2	
					2SP IRPT 2500	127.8	0.13		74.2	
					2SP IRPT NEUT	811.9	7.70		12.9	
					FED 3 MODE 52	163.7	0.59		1141.9	
					FED 3 MODE 25	87.9	0.11		568.0	
					FED 3 MODE IN	1976.8	0.02		15.8	

COMMENT : ADJ IRPM. VEHICLE WOULD ALMOST ADJ DOWN TO 150 PPM HC THEN WOULD GO BACK OVER 2000 PPM. NEEDS WARRANTY WORK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8023	1978	TOYO	CORO	097	75 BASIC FTP	2.13	48.3	296.4	0.32	23.4
					HWFET	0.55	31.4	230.2	0.51	31.6
					FED SHORT CYC	0.51	18.5	265.0	0.22	30.0
					2SP IDLE 2500	57.4	3.12		22.7	
					2SP IDLE NEUT	12.2	0.00		57.9	
					2SP IDIS 2500	377.3	0.76		46.0	
					2SP IDIS NEUT	41.7	0.00		64.9	
					2SP IRPT 2500	56.0	3.60		50.9	
					2SP IRPT NEUT	11.1	0.00		60.0	
					FED 3 MODE 52	26.4	0.23		360.4	
					FED 3 MODE 25	16.1	0.03		349.9	
					FED 3 MODE IN	6.5	0.00		66.1	
					75 A/M FTP	1.82	41.0	278.0	0.44	25.5
					HWFET	0.46	25.8	216.8	0.57	34.3
					FED SHORT CYC	0.70	21.6	241.0	0.20	32.0
					2SP IDLE 2500	81.8	2.91		46.7	
					2SP IDLE NEUT	27.7	0.00		57.6	
					2SP IDIS 2500	347.1	0.82		79.0	
					2SP IDIS NEUT	38.6	0.00		85.3	
					2SP IRPT 2500	81.8	3.40		59.3	
					2SP IRPT NEUT	28.9	0.00		63.2	
					FED 3 MODE 52	32.6	0.03		929.4	
					FED 3 MODE 25	17.4	0.01		429.9	
					FED 3 MODE IN	8.3	0.00		69.6	
			COMMENT :		PASSED WHEN RECEIVED. NO MAINTENANCE.					
					75 EXT. FTP 1	1.36	21.4	298.5	0.74	26.4
					HWFET	0.27	12.2	238.9	0.81	34.3
					FED SHORT CYC	0.57	9.3	276.4	0.58	30.3
					2SP IDLE 2500	26.9	0.01		112.3	
					2SP IDLE NEUT	30.9	0.00		37.9	
					FED 3 MODE 52	41.9	0.00		1263.3	
					FED 3 MODE 25	38.2	0.00		849.3	
					FED 3 MODE IN	27.1	0.00		41.0	
			COMMENT :		ADJ FIRPM.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES, INC.
19900 E. COLFAX, AURORA, COLO. 80011

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
8024	1978	VOLK	RABB	089	75 BASIC FTP	2.33	29.3	287.5	1.35	26.0
					HWFET	1.55	17.7	206.7	1.77	37.1
					FED SHORT CYC	1.66	19.0	222.4	1.03	34.5
					2SP IDLE 2500	47.7	0.71		106.9	
					2SP IDLE NEUT	127.2	3.24		68.4	
					2SP IDIS 2500	1976.8	0.99		128.2	
					2SP IDIS NEUT	1976.8	2.69		49.7	
					2SP IRPT 2500	64.4	1.35		108.3	
					2SP IRPT NEUT	126.8	3.02		61.8	
					FED 3 MODE 52	170.2	1.65		1580.3	
					FED 3 MODE 25	172.5	1.41		753.5	
					FED 3 MODE IN	105.7	1.02		67.6	
					75 A/M FTP	1.87	11.0	309.8	1.52	26.6
					HWFET	1.43	10.1	212.4	2.01	38.1
					FED SHORT CYC	1.39	7.3	261.9	1.23	32.0
					2SP IDLE 2500	14.5	0.16		114.9	
					2SP IDLE NEUT	32.4	0.22		89.0	
					2SP IDIS 2500	1976.8	0.17		111.5	
					2SP IDIS NEUT	1976.8	0.16		66.9	
					2SP IRPT 2500	48.5	0.16		117.3	
					2SP IRPT NEUT	53.7	0.20		84.9	
					FED 3 MODE 52	153.2	0.86		1429.2	
					FED 3 MODE 25	127.6	0.31		658.6	
					FED 3 MODE IN	46.1	0.21		93.7	

COMMENT : ADJ IRPM TO SEE EFFECT-HC LOWERED SLIGHTLY, LITTLE CHANGE ON ICO. ADJ ICO & IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7025	1977	AMC	STAW	232	75 BASIC FTP	1.51	20.1	564.5	0.90	14.8
					HWFET	0.14	1.4	401.3	0.98	22.0
					FED SHORT CYC	0.95	7.7	504.6	0.59	17.1
					2SP IDLE 2500	11.1	0.00		95.5	
					2SP IDLE NEUT	59.2	3.32		13.0	
					2SP IDIS 2500	105.9	0.00		110.7	
					2SP IDIS NEUT	556.2	3.08		15.8	
					2SP IRPT 2500	10.1	0.00		88.4	
					2SP IRPT NEUT	60.6	3.84		9.8	
					FED 3 MODE 52	0.0	0.00		256.9	
					FED 3 MODE 25	6.9	0.00		105.4	
					FED 3 MODE IN	60.2	3.86		10.5	
					75 A/M FTP	1.24	14.6	550.9	1.03	15.4
					HWFET	0.13	0.9	379.9	0.98	23.3
					FED SHORT CYC	0.89	5.9	486.5	0.65	17.8
					2SP IDLE 2500	10.5	0.00		89.2	
					2SP IDLE NEUT	25.4	1.88		22.1	
					2SP IDIS 2500	57.6	0.00		114.4	
					2SP IDIS NEUT	429.3	1.64		15.3	
					2SP IRPT 2500	2.0	0.00		93.3	
					2SP IRPT NEUT	9.4	1.65		14.7	
					FED 3 MODE 52	0.0	0.00		260.3	
					FED 3 MODE 25	1.1	0.00		171.2	
					FED 3 MODE IN	13.8	2.07		13.8	
			COMMENT :		ADJ IRPM, IDLE MIXTURE USING LEAN DROP METHOD. AIR FILTER IS MARGINAL-MAY HAVE SOME RESTRICTION.					
7026	1977	AMC	STAW	258	75 BASIC FTP	0.38	3.0	487.8	2.28	18.0
					HWFET	0.04	0.0	410.0	2.34	21.6
					FED SHORT CYC	0.10	0.1	390.9	1.81	22.7
					2SP IDLE 2500	4.9	0.00		98.7	
					2SP IDLE NEUT	3.9	0.00		57.9	
					2SP IDIS 2500	63.6	0.00		122.3	
					2SP IDIS NEUT	2.2	0.00		116.2	
					2SP IRPT 2500	0.0	0.00		103.5	
					2SP IRPT NEUT	0.0	0.00		76.7	
					FED 3 MODE 52	0.0	0.00		419.4	
					FED 3 MODE 25	0.0	0.00		543.8	
					FED 3 MODE ID	0.0	0.00		321.4	
					FED 3 MODE IN	0.0	0.00		83.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7027	1977	BUIC	SKYL	231	75 BASIC FTP	5.50	151.8	358.0	0.81	14.5
					HWFET	3.01	86.6	305.1	1.32	19.7
					FED SHORT CYC	7.41	142.2	248.4	0.15	17.9
					2SP IDLE 2500	436.4	7.93		50.5	
					2SP IDLE NEUT	788.3	8.92		20.3	
					2SP IDIS 2500	1976.8	5.29		71.3	
					2SP IDIS NEUT	1976.8	7.11		15.9	
					2SP IRPT 2500	587.3	7.74		39.4	
					2SP IRPT NEUT	924.1	9.20		12.8	
					FED 3 MODE 52	212.7	3.62		650.2	
					FED 3 MODE 25	352.8	8.54		49.7	
					FED 3 MODE ID	444.6	9.66		20.5	
					FED 3 MODE IN	938.0	9.31		13.1	
					75 A/M FTP	2.64	75.9	398.8	0.89	16.9
					HWFET	2.14	69.1	313.0	1.42	20.7
					FED SHORT CYC	2.14	61.9	311.0	0.30	21.4
					2SP IDLE 2500	175.3	4.08		57.8	
					2SP IDLE NEUT	51.1	0.04		109.1	
					2SP IDIS 2500	1885.7	1.36		145.4	
					2SP IDIS NEUT	79.2	0.03		134.8	
					2SP IRPT 2500	166.6	3.97		56.6	
					2SP IRPT NEUT	34.8	0.02		137.5	
					FED 3 MODE 52	127.4	1.48		1087.4	
					FED 3 MODE 25	236.3	4.00		192.1	
					FED 3 MODE ID	19.4	0.06		653.3	
					FED 3 MODE IN	40.0	0.02		163.5	
			COMMENT :		ADJ TIMING, IRPM, IDLE MIXTURE. REPLACE PLUGS. READJ CARB & CLEAN VENTURI AREA. CARB RUNNING FUEL UNDER THROTTLE PLATE/CONVERTER NOT EFFICIENT/POOR IDLE QUALITY.					
					75 EXT. FTP 1	2.89	82.1	408.4	1.02	16.2
					HWFET	2.11	63.2	315.6	1.65	21.1
					FED SHORT CYC	2.48	67.4	308.4	0.32	21.0
					2SP IDLE 2500	189.6	4.15		60.1	
					2SP IDLE NEUT	52.7	0.02		78.6	
					FED 3 MODE 52	136.5	1.69		839.9	
					FED 3 MODE 25	252.0	4.30		133.7	
					FED 3 MODE ID	22.7	0.04		710.2	
					FED 3 MODE IN	36.8	0.00		164.0	
			COMMENT :		ADJ IRPM, ICO.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7028	1977	BUIC	CNTY	231	75 BASIC FTP	1.67	45.3	573.7	0.93	13.7
					HWFET	0.09	6.2	443.9	1.23	19.6
					FED SHORT CYC	0.48	21.1	451.8	0.41	18.2
					2SP IDLE 2500	27.9	0.00		79.3	
					2SP IDLE NEUT	20.5	0.00		119.7	
					2SP IDIS 2500	289.5	0.00		110.9	
					2SP IDIS NEUT	16.7	0.00		104.6	
					2SP IRPT 2500	18.8	0.00		70.3	
					2SP IRPT NEUT	12.8	0.00		144.4	
					FED 3 MODE 52	12.6	0.00		703.9	
					FED 3 MODE 25	7.7	0.00		72.4	
					FED 3 MODE ID	4.1	0.00		487.9	
					FED 3 MODE IN	3.5	0.00		134.0	
7029	1977	BUIC	REGA	350	75 BASIC FTP	2.78	52.3	532.6	1.33	14.2
					HWFET	1.43	27.4	361.9	1.33	21.7
					FED SHORT CYC	1.64	38.3	432.1	0.88	17.8
					2SP IDLE 2500	108.6	1.55		156.3	
					2SP IDLE NEUT	43.7	0.00		70.8	
					2SP IDIS 2500	890.6	0.56		164.8	
					2SP IDIS NEUT	185.6	0.00		84.1	
					2SP IRPT 2500	99.0	1.21		142.0	
					2SP IRPT NEUT	44.7	0.00		75.4	
					FED 3 MODE 52	88.3	0.52		640.7	
					FED 3 MODE 25	154.0	1.57		373.0	
					FED 3 MODE ID	38.4	0.00		171.4	
					FED 3 MODE IN	28.9	0.00		68.6	
					75 EXT. FTP 1	1.17	15.5	591.1	1.60	14.3
					HWFET	0.87	22.7	372.0	1.32	21.6
					FED SHORT CYC	0.83	16.9	443.9	0.95	18.8
					2SP IDLE 2500	42.7	0.39		127.4	
					2SP IDLE NEUT	39.6	0.00		38.1	
					FED 3 MODE 52	21.7	0.00		616.5	
					FED 3 MODE 25	18.3	0.00		357.2	
					FED 3 MODE ID	16.7	0.00		134.3	
					FED 3 MODE IN	26.6	0.00		60.5	

COMMENT : ADJ CHOKE, CHOKE PULL DOWN.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7030	1977	BUIC	LESA	350	75 BASIC FTP	0.63	10.4	636.4	0.94	13.6
					HWFET	0.11	3.5	436.5	1.11	20.1
					FED SHORT CYC	0.37	9.6	541.5	0.52	15.9
					2SP IDLE 2500	15.7	0.00		200.9	
					2SP IDLE NEUT	7.5	0.06		31.8	
					2SP IDIS 2500	34.6	0.01		277.1	
					2SP IDIS NEUT	32.6	0.03		62.4	
					2SP IRPT 2500	8.4	0.07		119.2	
					2SP IRPT NEUT	21.9	0.30		38.9	
					FED 3 MODE 52	10.9	0.00		432.0	
					FED 3 MODE 25	8.4	0.00		341.4	
					FED 3 MODE ID	3.2	0.00		246.5	
					FED 3 MODE IN	35.4	0.48		45.3	
7031	1977	BUIC	RIVI	403	75 BASIC FTP	1.14	14.5	612.4	1.53	13.9
					HWFET	0.15	1.5	436.2	1.82	20.2
					FED SHORT CYC	1.26	10.4	481.9	1.19	17.7
					2SP IDLE 2500	24.6	0.01		202.2	
					2SP IDLE NEUT	115.1	2.07		68.4	
					2SP IDIS 2500	27.5	0.02		219.7	
					2SP IDIS NEUT	446.0	0.33		64.3	
					2SP IRPT 2500	6.4	0.02		202.0	
					2SP IRPT NEUT	81.4	1.19		68.4	
					FED 3 MODE 52	23.6	0.01		708.1	
					FED 3 MODE 25	17.8	0.01		560.6	
					FED 3 MODE ID	138.4	0.51		117.6	
					FED 3 MODE IN	89.5	0.78		49.0	
7032	1977	CADI	ELDO	425	75 BASIC FTP	1.56	54.2	694.5	1.24	11.3
					HWFET	0.44	26.0	509.9	0.94	16.1
					FED SHORT CYC	1.05	45.6	553.0	0.63	14.1
					2SP IDLE 2500	6.2	0.00		130.3	
					2SP IDLE NEUT	6.0	0.00		96.6	
					2SP IDIS 2500	55.3	0.00		166.9	
					2SP IDIS NEUT	0.7	0.00		110.1	
					2SP IRPT 2500	3.5	0.00		146.0	
					2SP IRPT NEUT	0.7	0.01		82.0	
					FED 3 MODE 52	6.9	0.00		461.6	
					FED 3 MODE 25	9.8	0.21		191.8	
					FED 3 MODE ID	18.0	0.30		42.5	
					FED 3 MODE IN	55.5	1.00		55.6	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES,INC.
19900 E. COLFAX, AURORA, COLO. 80011

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7033	1977	CADI	DEVI	425	75 BASIC FTP	2.75	48.1	606.7	1.95	12.8
					HWFET	0.39	6.9	490.3	1.49	17.7
					FED SHORT CYC	3.76	66.1	434.4	1.42	16.1
					2SP IDLE 2500	33.0	0.00		132.7	
					2SP IDLE NEUT	407.4	3.77		39.6	
					2SP IDIS 2500	41.6	0.00		254.2	
					2SP IDIS NEUT	1387.4	2.36		33.7	
					2SP IRPT 2500	17.0	0.00		148.3	
					2SP IRPT NEUT	421.7	4.03		40.8	
					FED 3 MODE 52	23.8	0.00		385.7	
					FED 3 MODE 25	20.5	0.17		208.9	
					FED 3 MODE ID	231.3	3.78		117.3	
					FED 3 MODE IN	386.3	3.91		39.8	
					75 A/M FTP	1.91	57.8	772.8	0.87	10.2
				COMMENT :	ADJ TIMING & CARB. VEHICLE OVER HEATED ON TEST FOLLOWING MAINTENANCE-FTP RUN ONLY AND ETS DONE.					
					75 EXT. FTP 1	0.70	14.6	668.2	1.57	12.8
					HWFET	0.20	10.3	536.7	1.08	16.0
					FED SHORT CYC	1.90	54.2	478.4	0.63	15.6
					2SP IDLE 2500	9.2	0.00		126.3	
					2SP IDLE NEUT	14.3	0.00		69.0	
					FED 3 MODE 52	3.4	0.00		275.0	
					FED 3 MODE 25	6.9	0.11		101.9	
					FED 3 MODE ID	3.4	0.00		184.7	
					FED 3 MODE IN	10.9	0.00		68.9	
				COMMENT :	ADJ TIMING, FIRPM, IRPM.					
7034	1977	CADI	DEVI	425	75 BASIC FTP	2.36	36.0	664.6	1.10	12.2
					HWFET	0.47	10.4	495.8	0.93	17.3
					FED SHORT CYC	2.68	58.3	471.1	0.81	15.5
					2SP IDLE 2500	65.0	1.08		117.8	
					2SP IDLE NEUT	211.7	0.94		60.8	
					2SP IDIS 2500	364.5	0.38		169.6	
					2SP IDIS NEUT	336.4	0.22		88.2	
					2SP IRPT 2500	52.9	0.95		115.8	
					2SP IRPT NEUT	227.3	1.26		70.0	
					FED 3 MODE 52	12.1	0.00		389.5	
					FED 3 MODE 25	110.4	0.93		708.0	
					FED 3 MODE ID	76.3	0.63		211.9	
					FED 3 MODE IN	244.9	2.19		65.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7035	1977	CHEV	CHET	098	75 BASIC FTP	1.85	28.1	342.6	0.61	22.6
					HWFET	0.25	28.7	278.0	0.82	27.4
					FED SHORT CYC	0.06	9.7	302.5	0.43	27.9
					2SP IDLE 2500	11.9	0.00		624.9	
					2SP IDLE NEUT	9.4	0.00		126.6	
					2SP IDIS 2500	21.5	0.00		170.4	
					2SP IDIS NEUT	7.5	0.01		185.0	
					2SP IRPT 2500	1.4	0.01		689.2	
					2SP IRPT NEUT	0.0	0.01		143.3	
					FED 3 MODE 52	0.6	0.51		357.2	
					FED 3 MODE 25	0.0	0.01		358.3	
					FED 3 MODE ID	0.0	0.01		395.2	
					FED 3 MODE IN	0.0	0.01		163.7	
7036	1977	CHEV	STAW	140	75 BASIC FTP	2.02	46.2	347.4	0.63	20.8
					HWFET	0.11	5.9	287.7	1.37	29.9
					FED SHORT CYC	0.24	11.3	316.3	0.53	26.5
					2SP IDLE 2500	5.4	0.00		74.0	
					2SP IDLE NEUT	3.4	0.00		15.9	
					2SP IDIS 2500	12.1	0.00		175.9	
					2SP IDIS NEUT	2.4	0.00		71.4	
					2SP IRPT 2500	1.7	0.00		110.4	
					2SP IRPT NEUT	0.0	0.15		0.0	
					FED 3 MODE 52	9.4	0.00		1724.0	
					FED 3 MODE 25	6.7	0.00		674.4	
					FED 3 MODE IN	20.1	0.95		12.4	
					75 A/M FTP	1.74	42.9	374.9	0.76	19.8
					HWFET	0.17	10.4	289.5	1.36	29.0
					FED SHORT CYC	0.29	17.7	303.6	0.20	26.7
					2SP IDLE 2500	14.7	0.10		55.7	
					2SP IDLE NEUT	15.7	0.00		68.4	
					2SP IDIS 2500	17.4	0.00		174.6	
					2SP IDIS NEUT	11.3	0.00		68.6	
					2SP IRPT 2500	11.3	0.05		77.7	
					2SP IRPT NEUT	11.9	0.00		60.3	
					FED 3 MODE 52	13.2	0.00		1842.9	
					FED 3 MODE 25	5.2	0.01		350.9	
					FED 3 MODE IN	4.5	0.00		49.3	

COMMENT : ADJ IRPM, FAST IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS		-----	FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7037	1977	CHEV	MONZ	140	75 BASIC FTP	1.72	38.8	348.6	0.93	21.4
					HWFET	0.12	4.6	281.2	1.61	30.7
					FED SHORT CYC	0.82	26.7	281.6	0.45	27.2
					2SP IDLE 2500	5.4	0.31		49.6	
					2SP IDLE NEUT	11.1	0.00		56.2	
					2SP IDIS 2500	249.5	0.00		170.1	
					2SP IDIS NEUT	469.2	0.36		39.2	
					2SP IRPT 2500	19.0	0.06		86.5	
					2SP IRPT NEUT	16.7	0.04		13.8	
					FED 3 MODE 52	18.8	0.00		1280.6	
					FED 3 MODE 25	11.7	0.01		462.6	
					FED 3 MODE ID	7.7	0.23		8.7	
					FED 3 MODE IN	8.8	0.05		26.0	
					75 EXT. FTP 1	1.82	38.2	349.9	1.01	21.4
					HWFET	0.11	2.8	275.6	1.94	31.7
					FED SHORT CYC	1.21	41.1	268.2	0.38	26.4
					2SP IDLE 2500	19.7	0.25		56.4	
					2SP IDLE NEUT	17.6	0.00		55.0	
					FED 3 MODE 52	30.3	0.00		1587.7	
					FED 3 MODE 25	18.6	0.01		601.7	
					FED 3 MODE ID	0.0	0.00		0.0	
					FED 3 MODE IN	9.0	0.27		6.8	

COMMENT : ADJ CHOKE, IRPM, FIRPM, VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7038	1977	CHEV	STAW	140	75 BASIC FTP	1.43	43.0	425.4	0.96	17.8
					HWFET	0.23	14.6	336.1	0.94	24.7
					FED SHORT CYC	2.81	70.3	297.0	0.31	21.3
					2SP IDLE 2500	167.7	3.40		28.2	
					2SP IDLE NEUT	225.7	4.36		9.8	
					2SP IDIS 2500	277.1	0.17		39.7	
					2SP IDIS NEUT	1064.8	3.01		11.8	
					2SP IRPT 2500	31.3	0.34		17.5	
					2SP IRPT NEUT	216.7	5.52		9.0	
					FED 3 MODE 52	34.6	0.33		251.3	
					FED 3 MODE 25	20.9	0.29		62.3	
					FED 3 MODE ID	357.9	8.28		6.7	
					FED 3 MODE IN	540.7	9.01		4.9	
					75 A/M FTP	1.45	48.4	424.4	0.77	17.6
					HWFET	0.24	19.1	350.7	0.75	23.3
					FED SHORT CYC	2.70	87.7	293.8	0.26	20.2
					2SP IDLE 2500	30.5	0.90		35.6	
					2SP IDLE NEUT	20.1	1.58		7.2	
					2SP IDIS 2500	73.7	0.27		63.4	
					2SP IDIS NEUT	273.3	2.28		12.7	
					2SP IRPT 2500	29.3	1.23		35.0	
					2SP IRPT NEUT	41.9	2.30		9.6	
					FED 3 MODE 52	13.5	0.33		209.7	
					FED 3 MODE 25	19.8	1.23		132.7	
					FED 3 MODE ID	195.6	6.26		15.1	
					FED 3 MODE IN	305.3	6.79		10.9	

COMMENT : ADJ TIMING, IRPM. VAC DISCONNECTED & PLUGGED. REMOVED & REINSTALLED LIMITER CAPS, TO ADJ IDLE MIXTURE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7039	1977	CHEV	NOVA	250	75 BASIC FTP	2.44	36.2	471.0	1.29	16.6
					HWFET	1.08	17.2	361.9	1.81	22.6
					FED SHORT CYC	1.57	12.0	398.4	0.82	21.0
					2SP IDLE 2500	40.2	0.00		137.2	
					2SP IDLE NEUT	348.7	2.03		39.6	
					2SP IDIS 2500	40.0	0.00		208.9	
					2SP IDIS NEUT	1102.6	0.37		28.4	
					2SP IRPT 2500	7.3	0.03		21.1	
					2SP IRPT NEUT	376.3	3.14		25.7	
					FED 3 MODE 52	23.0	0.00		746.1	
					FED 3 MODE 25	23.8	0.00		316.1	
					FED 3 MODE ID	388.0	3.56		56.8	
					FED 3 MODE IN	317.0	2.14		46.0	
					75 A/M FTP	1.89	30.0	559.5	0.88	14.5
					HWFET	0.60	18.0	411.8	0.98	20.1
					FED SHORT CYC	1.32	18.4	436.5	0.34	18.9
					2SP IDLE 2500	23.0	0.00		97.1	
					2SP IDLE NEUT	15.3	0.00		53.0	
					2SP IDIS 2500	159.7	0.00		133.7	
					2SP IDIS NEUT	14.5	0.00		67.9	
					2SP IRPT 2500	15.7	0.00		111.5	
					2SP IRPT NEUT	49.7	0.09		5.3	
					FED 3 MODE 52	3.0	0.00		374.1	
					FED 3 MODE 25	9.4	0.15		49.6	
					FED 3 MODE ID	254.0	1.39		71.4	
					FED 3 MODE IN	200.6	0.52		37.9	
			COMMENT :		ADJ TIMING, CARB, IRPM.					
					75 EXT. FTP 1	1.71	29.0	515.5	1.29	15.7
					HWFET	0.67	10.9	377.3	1.78	22.4
					FED SHORT CYC	1.24	8.5	375.6	0.62	22.6
					2SP IDLE 2500	57.2	0.00		142.2	
					2SP IDLE NEUT	222.7	0.24		25.9	
					FED 3 MODE 52	23.4	0.00		889.4	
					FED 3 MODE 25	20.9	0.00		289.8	
					FED 3 MODE ID	341.0	2.15		71.3	
					FED 3 MODE IN	297.7	1.47		45.3	
			COMMENT :		ADJ FIRPM, TIMING, CHOKE, PRIMARY VAC BREAK.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7040	1977	CHEV	CAMA	350	75 BASIC FTP	0.80	21.7	713.9	2.14	11.8
					HWFET	0.09	0.8	473.8	1.54	18.7
					FED SHORT CYC	0.25	0.1	494.9	1.46	17.9
					2SP IDLE 2500	9.8	0.00		149.1	
					2SP IDLE NEUT	13.8	0.00		32.9	
					2SP IDIS 2500	107.2	0.00		243.6	
					2SP IDIS NEUT	10.7	0.00		34.6	
					2SP IRPT 2500	0.9	0.00		135.6	
					2SP IRPT NEUT	7.7	0.00		33.6	
					FED 3 MODE 52	8.4	0.00		590.1	
					FED 3 MODE 25	6.4	0.00		433.1	
					FED 3 MODE ID	4.9	0.00		140.1	
					FED 3 MODE IN	17.6	0.00		33.9	
					75 EXT. FTP 1	0.55	11.4	616.9	1.42	13.9
					HWFET	0.10	1.2	500.8	1.06	17.6
					FED SHORT CYC	0.26	2.1	555.8	0.50	15.9
					2SP IDLE 2500	13.6	0.00		101.4	
					2SP IDLE NEUT	14.9	0.00		53.0	
					FED 3 MODE 52	13.0	0.00		443.6	
					FED 3 MODE 25	15.3	0.00		287.7	
					FED 3 MODE ID	10.0	0.00		227.4	
					FED 3 MODE IN	11.9	0.00		46.9	

COMMENT : ADJ TIMING, PRIMARY VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7041	1977	CHEV	NOVA	250	75 BASIC FTP	2.57	44.8	431.8	2.16	17.4
					HWFET	0.35	4.4	364.1	3.62	23.9
					FED SHORT CYC	1.77	21.0	361.5	1.12	22.2
					2SP IDLE 2500	27.9	0.04		101.4	
					2SP IDLE NEUT	432.5	4.57		33.2	
					2SP IDIS 2500	45.1	0.02		165.1	
					2SP IDIS NEUT	1747.7	2.44		26.4	
					2SP IRPT 2500	16.4	0.01		157.4	
					2SP IRPT NEUT	436.4	4.69		27.6	
					FED 3 MODE 52	1.9	0.01		1466.4	
					FED 3 MODE 25	183.6	1.00		1132.0	
					FED 3 MODE ID	346.0	6.25		76.9	
					FED 3 MODE IN	465.3	5.63		39.3	
					75 A/M FTP	2.01	27.2	449.1	1.47	17.8
					HWFET	0.25	2.9	371.7	2.45	23.5
					FED SHORT CYC	1.67	15.5	366.1	0.69	22.4
					2SP IDLE 2500	99.0	0.35		58.6	
					2SP IDLE NEUT	413.6	3.16		41.8	
					2SP IDIS 2500	220.7	0.03		143.6	
					2SP IDIS NEUT	1612.7	1.89		33.4	
					2SP IRPT 2500	92.6	0.35		51.3	
					2SP IRPT NEUT	391.6	3.57		41.8	
					FED 3 MODE 52	34.0	0.00		1184.0	
					FED 3 MODE 25	113.4	0.60		768.2	
					FED 3 MODE ID	372.7	5.05		88.6	
					FED 3 MODE IN	400.8	4.57		42.9	

COMMENT : ADJ IRPM, TIMING, CHOKE. VEHICLE HAS MANIFOLD VACUUM ON VACUUM ADVANCE AT IDLE-WILL PASS WITH VACUUM HOSE DISCONNECTED AND PLUGGED.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

						----- EMISSION RESULTS -----				FUEL ECON
VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	MPG
7042	1977	CHEV	NOVA	250	75 BASIC FTP	4.68	91.0	395.0	0.84	16.1
					HWFET	1.42	31.1	319.0	1.17	23.8
					FED SHORT CYC	3.07	55.1	333.4	0.56	20.7
					2SP IDLE 2500	135.5	0.58		83.1	
					2SP IDLE NEUT	355.3	4.91		40.2	
					2SP IDIS 2500	523.3	0.05		75.6	
					2SP IDIS NEUT	1976.8	1.39		28.3	
					2SP IRPT 2500	145.4	0.64		65.1	
					2SP IRPT NEUT	379.3	5.53		20.5	
					FED 3 MODE 52	88.8	0.51		349.9	
					FED 3 MODE 25	216.7	2.09		104.3	
					FED 3 MODE ID	385.0	5.90		44.1	
					FED 3 MODE IN	403.4	5.05		30.6	
					75 A/M FTP	3.61	62.5	430.8	0.80	16.4
					HWFET	1.39	32.7	313.5	0.75	24.0
					FED SHORT CYC	2.76	53.6	321.0	0.33	21.4
					2SP IDLE 2500	33.4	0.30		23.8	
					2SP IDLE NEUT	230.3	0.19		19.2	
					2SP IDIS 2500	168.7	0.09		47.7	
					2SP IDIS NEUT	486.5	0.04		46.2	
					2SP IRPT 2500	27.3	0.14		34.7	
					2SP IRPT NEUT	282.9	0.21		21.1	
					FED 3 MODE 52	54.1	0.37		156.0	
					FED 3 MODE 25	181.2	2.12		92.4	
					FED 3 MODE ID	259.6	0.25		99.3	
					FED 3 MODE IN	162.7	0.03		4.9	

COMMENT : ADJ IRPM. ENGINE HAD SLIGHT MISS, #3 PLUG FOULING. RAN CARB CLEANER AND CONVERTER CLEANER THRU ENGINE. LEANED CARB.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7043	1977	CHEV	CONC	350	75 BASIC FTP	0.85	12.9	624.1	2.20	13.7
					HWFET	0.11	0.6	454.2	2.44	19.5
					FED SHORT CYC	0.33	4.6	568.9	1.10	15.4
					2SP IDLE 2500	14.2	0.00		126.6	
					2SP IDLE NEUT	25.6	0.00		48.8	
					2SP IDIS 2500	157.6	0.00		261.3	
					2SP IDIS NEUT	24.6	0.00		45.7	
					2SP IRPT 2500	7.7	0.00		131.1	
					2SP IRPT NEUT	18.2	0.00		49.7	
					FED 3 MODE 52	0.0	0.00		742.9	
					FED 3 MODE 25	10.1	0.00		504.8	
					FED 3 MODE ID	3.0	0.56		37.8	
					FED 3 MODE IN	3.7	0.00		52.3	
					75 EXT. FTP 1	0.82	13.3	650.8	1.47	13.2
					HWFET	0.10	0.7	463.8	2.19	19.1
					FED SHORT CYC	0.61	1.7	555.8	1.69	15.8
					2SP IDLE 2500	8.1	0.00		119.7	
					2SP IDLE NEUT	19.9	0.00		38.0	
					FED 3 MODE 52	9.2	0.00		563.8	
					FED 3 MODE 25	12.2	0.00		323.5	
					FED 3 MODE ID	10.1	0.53		19.0	
					FED 3 MODE IN	12.6	0.02		40.2	
				COMMENT :	ADJ TIMING, IRPM. REPL PCV & AIR FILTER.					
7044	1977	CHEV	MONT	350	75 BASIC FTP	0.61	11.7	621.3	1.73	13.8
					HWFET	0.09	1.2	465.3	1.92	19.0
					FED SHORT CYC	0.39	0.1	486.0	1.48	18.2
					2SP IDLE 2500	0.0	0.00		111.2	
					2SP IDLE NEUT	0.0	0.01		56.0	
					2SP IDIS 2500	205.6	0.00		199.0	
					2SP IDIS NEUT	20.5	0.00		81.8	
					2SP IRPT 2500	3.7	0.00		106.2	
					2SP IRPT NEUT	5.6	0.00		61.2	
					FED 3 MODE 52	0.0	0.01		630.2	
					FED 3 MODE 25	0.0	0.01		466.8	
					FED 3 MODE ID	7.7	0.00		103.2	
					FED 3 MODE IN	3.5	0.00		58.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7045	1977	CHEV	MONT	350	75 BASIC FTP	0.70	19.7	631.6	1.18	13.4
					HWFET	0.09	2.0	467.7	1.33	18.8
					FED SHORT CYC	0.44	7.8	539.4	0.36	16.0
					2SP IDLE 2500	16.5	0.00		69.6	
					2SP IDLE NEUT	18.0	0.00		39.9	
					2SP IDIS 2500	130.7	0.00		114.1	
					2SP IDIS NEUT	22.5	0.00		38.4	
					2SP IRPT 2500	11.3	0.00		85.4	
					2SP IRPT NEUT	19.7	0.00		40.8	
					FED 3 MODE 52	7.1	0.01		526.9	
					FED 3 MODE 25	7.7	0.00		222.3	
					FED 3 MODE ID	8.4	1.57		14.7	
					FED 3 MODE IN	12.1	0.00		38.4	
					75 EXT. FTP 1	0.74	17.2	649.2	0.91	13.1
					HWFET	0.08	1.2	451.0	1.30	19.6
					FED SHORT CYC	0.41	7.2	551.7	0.43	15.7
					2SP IDLE 2500	8.1	0.00		111.5	
					2SP IDLE NEUT	13.2	0.00		43.1	
					FED 3 MODE 52	7.7	0.00		542.7	
					FED 3 MODE 25	9.2	0.00		267.7	
					FED 3 MODE ID	0.0	0.30		24.0	
					FED 3 MODE IN	0.0	0.00		44.3	

COMMENT : ADJ TIMING, IRPM. INSTALL HOT AIR TUBE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7046	1977	CHEV	NOVA	250	75 BASIC FTP	2.96	27.1	515.5	1.77	15.6
					HWFET	0.92	15.1	364.9	1.66	22.7
					FED SHORT CYC	3.85	37.9	328.5	0.75	22.2
					2SP IDLE 2500	57.0	0.06		73.3	
					2SP IDLE NEUT	62.2	0.11		39.9	
					2SP IDIS 2500	184.1	0.01		241.8	
					2SP IDIS NEUT	169.6	0.09		71.5	
					2SP IRPT 2500	28.5	0.01		70.6	
					2SP IRPT NEUT	27.9	0.04		36.2	
					FED 3 MODE 52	20.5	0.00		867.3	
					FED 3 MODE 25	16.5	0.01		494.2	
					FED 3 MODE ID	411.0	6.07		34.1	
					FED 3 MODE IN	1088.7	4.49		23.1	
					75 A/M FTP	3.54	70.9	608.8	0.74	12.1
					HWFET	1.38	50.3	395.7	0.72	18.5
					FED SHORT CYC	1.78	28.3	462.8	0.50	17.3
					2SP IDLE 2500	27.3	0.00		98.7	
					2SP IDLE NEUT	24.4	0.00		44.1	
					2SP IDIS 2500	37.2	0.00		128.2	
					2SP IDIS NEUT	19.9	0.00		49.8	
					2SP IRPT 2500	24.6	0.00		107.2	
					2SP IRPT NEUT	21.1	0.00		49.1	
					FED 3 MODE 52	6.7	0.00		391.0	
					FED 3 MODE 25	6.2	0.00		336.2	
					FED 3 MODE ID	180.2	0.82		48.0	
					FED 3 MODE IN	110.0	0.17		6.2	
			COMMENT :		ADJ IRPM, TIMING, CARB.					
					75 EXT. FTP 1	2.47	26.4	480.5	1.34	16.7
					HWFET	0.66	14.9	378.2	1.89	22.0
					FED SHORT CYC	0.35	5.2	390.6	1.04	22.2
					2SP IDLE 2500	21.3	0.00		110.1	
					2SP IDLE NEUT	18.2	0.00		75.7	
					FED 3 MODE 52	10.7	0.00		819.8	
					FED 3 MODE 25	12.6	0.00		270.8	
					FED 3 MODE ID	250.5	0.84		158.2	
					FED 3 MODE IN	467.4	0.98		23.6	
			COMMENT :		ADJ TIMING, FIRPM, CHOKE, IRPM.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7047	1977	CHEV	MALI	350	75 BASIC FTP	0.48	4.5	645.5	2.02	13.6
					HWFET	0.07	1.3	460.9	2.21	19.2
					FED SHORT CYC	0.82	2.4	532.5	1.78	16.5
					2SP IDLE 2500	9.4	0.00		127.4	
					2SP IDLE NEUT	14.7	0.00		46.0	
					2SP IDIS 2500	91.1	0.00		199.0	
					2SP IDIS NEUT	16.3	0.00		48.9	
					2SP IRPT 2500	9.4	0.00		131.6	
					2SP IRPT NEUT	13.6	0.00		48.3	
					FED 3 MODE 52	5.4	0.00		614.4	
					FED 3 MODE 25	3.4	0.00		428.9	
					FED 3 MODE ID	0.0	0.21		15.9	
					FED 3 MODE IN	1.7	0.00		46.2	
7048	1977	CHEV	IMPA	350	75 BASIC FTP	0.79	12.9	600.5	2.01	14.2
					HWFET	0.09	0.4	460.9	2.53	19.2
					FED SHORT CYC	0.44	7.6	501.1	1.63	17.3
					2SP IDLE 2500	3.7	0.00		161.0	
					2SP IDLE NEUT	18.8	0.00		39.8	
					2SP IDIS 2500	99.7	0.00		204.6	
					2SP IDIS NEUT	5.6	0.00		38.1	
					2SP IRPT 2500	0.0	0.00		162.2	
					2SP IRPT NEUT	9.8	0.00		39.4	
					FED 3 MODE 52	8.6	0.00		793.1	
					FED 3 MODE 25	8.4	0.00		535.7	
					FED 3 MODE ID	32.0	2.29		25.9	
					FED 3 MODE IN	11.7	0.00		37.8	
7049	1977	CHEV	IMPA	350	75 BASIC FTP	0.56	9.8	629.2	2.17	13.7
					HWFET	0.07	1.1	488.6	2.03	18.1
					FED SHORT CYC	0.19	0.1	520.2	1.83	17.0
					2SP IDLE 2500	8.1	0.00		109.1	
					2SP IDLE NEUT	6.0	0.00		58.3	
					2SP IDIS 2500	74.5	0.00		188.9	
					2SP IDIS NEUT	10.0	0.00		52.4	
					2SP IRPT 2500	1.1	0.00		115.4	
					2SP IRPT NEUT	0.0	0.00		44.5	
					FED 3 MODE 52	16.7	0.00		539.5	
					FED 3 MODE 25	19.9	0.00		579.6	
					FED 3 MODE ID	16.8	0.00		306.7	
					FED 3 MODE IN	19.5	0.00		33.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7050	1977	CHEV	CAPR	350	75 BASIC FTP	0.63	7.2	587.9	2.21	14.8
					HWFET	0.17	0.9	457.0	2.01	19.3
					FED SHORT CYC	0.55	0.7	463.1	1.62	19.0
					2SP IDLE 2500	6.4	0.00		114.9	
					2SP IDLE NEUT	12.4	0.00		60.3	
					2SP IDIS 2500	325.2	0.00		192.7	
					2SP IDIS NEUT	86.8	0.00		81.4	
					2SP IRPT 2500	1.7	0.00		107.7	
					2SP IRPT NEUT	15.3	0.00		68.1	
					FED 3 MODE 52	10.5	0.01		670.2	
					FED 3 MODE 25	10.5	0.00		425.7	
					FED 3 MODE ID	10.9	0.01		141.4	
					FED 3 MODE IN	11.3	0.00		60.7	
					75 EXT. FTP 1	0.61	6.8	603.4	1.72	14.4
					HWFET	0.13	1.6	470.6	1.51	18.7
					FED SHORT CYC	0.93	14.5	563.4	0.80	15.1
					2SP IDLE 2500	18.0	0.00		116.5	
					2SP IDLE NEUT	19.5	0.00		61.6	
					FED 3 MODE 52	22.3	0.00		552.2	
					FED 3 MODE 25	29.5	0.00		558.5	
					FED 3 MODE ID	25.4	0.00		180.7	
					FED 3 MODE IN	9.2	0.00		62.7	
			COMMENT :		ADJ TIMING, IRPM, FIRPM. CONNECTED HEAT HOSE TO AIR FILTER.					
7051	1977	CHRY	NEWY	440	75 BASIC FTP	0.48	9.6	920.4	1.38	9.5
					HWFET	0.02	0.8	624.6	2.02	14.2
					FED SHORT CYC	0.12	2.4	758.7	1.03	11.6
					2SP IDLE 2500	6.5	0.00		95.4	
					2SP IDLE NEUT	7.7	0.00		53.4	
					2SP IDIS 2500	15.7	0.01		119.2	
					2SP IDIS NEUT	18.8	0.00		51.0	
					2SP IRPT 2500	0.6	0.00		96.2	
					2SP IRPT NEUT	0.2	0.00		54.4	
					FED 3 MODE 52	1.9	0.00		220.8	
					FED 3 MODE 25	0.7	0.00		458.4	
					FED 3 MODE ID	2.6	0.00		73.8	
					FED 3 MODE IN	1.3	0.00		54.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7052	1977	DODG	STAW	225	75 BASIC FTP	0.75	17.5	592.4	1.66	14.3
					HWFET	0.47	9.5	522.7	0.93	16.5
					FED SHORT CYC	1.03	69.7	457.8	0.29	15.6
					2SP IDLE 2500	14.7	0.02		264.5	
					2SP IDLE NEUT	6.7	0.00		35.9	
					2SP IDIS 2500	70.9	0.00		396.2	
					2SP IDIS NEUT	18.6	0.00		58.3	
					2SP IRPT 2500	18.6	0.01		241.0	
					2SP IRPT NEUT	14.5	0.00		20.4	
					FED 3 MODE 52	20.3	0.05		967.4	
					FED 3 MODE 25	20.5	0.03		526.9	
					FED 3 MODE ID	16.7	0.00		123.7	
					FED 3 MODE IN	17.4	0.00		45.3	
7053	1977	DODG	ASPE	318	75 BASIC FTP	0.41	2.4	736.4	1.39	12.0
					HWFET	0.05	0.3	589.4	0.95	15.0
					FED SHORT CYC	0.13	0.2	550.4	1.85	16.1
					2SP IDLE 2500	9.0	0.00		128.2	
					2SP IDLE NEUT	13.4	0.00		35.4	
					2SP IDIS 2500	20.3	0.00		151.9	
					2SP IDIS NEUT	15.9	0.00		40.8	
					2SP IRPT 2500	6.4	0.00		95.9	
					2SP IRPT NEUT	8.3	0.00		38.1	
					FED 3 MODE 52	5.6	0.00		157.2	
					FED 3 MODE 25	7.3	0.00		712.0	
					FED 3 MODE ID	4.9	0.00		53.5	
					FED 3 MODE IN	6.5	0.00		36.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7054	1977	DODG	CHAR	360	75 BASIC FTP	4.69	185.9	620.3	0.48	9.6
					HWFET	1.21	134.1	470.3	0.55	13.0
					FED SHORT CYC	3.42	208.0	463.4	0.21	11.1
					2SP IDLE 2500	28.1	2.73		38.0	
					2SP IDLE NEUT	8.1	0.02		32.3	
					2SP IDIS 2500	47.3	2.10		54.6	
					2SP IDIS NEUT	11.1	0.00		33.0	
					2SP IRPT 2500	20.5	2.14		38.0	
					2SP IRPT NEUT	12.8	0.01		33.5	
					FED 3 MODE 52	27.5	3.22		101.3	
					FED 3 MODE 25	82.4	8.41		31.8	
					FED 3 MODE ID	22.7	0.01		46.3	
					FED 3 MODE IN	23.6	0.01		37.5	
					75 EXT. FTP 1	0.96	12.8	740.2	1.04	11.6
					HWFET	0.11	0.9	532.2	1.66	16.6
					FED SHORT CYC	0.43	19.2	620.5	0.48	13.6
					2SP IDLE 2500	17.8	0.00		62.7	
					2SP IDLE NEUT	26.9	0.00		36.3	
					FED 3 MODE 52	8.3	0.00		295.1	
					FED 3 MODE 25	10.1	0.00		134.5	
					FED 3 MODE ID	15.1	0.00		46.9	
					FED 3 MODE IN	16.3	0.00		37.3	

COMMENT : ADJ TIMING, IRPM. REMOVED BB FROM EGR LINE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7055	1977	FORD	STAW	140	75 BASIC FTP	0.77	21.9	474.1	0.31	17.4
					HWFET	0.06	5.9	368.3	0.26	23.5
					FED SHORT CYC	0.32	5.5	372.0	0.22	23.2
					2SP IDLE 2500	24.8	0.00		42.5	
					2SP IDLE NEUT	35.6	0.00		35.9	
					2SP IDIS 2500	29.7	0.00		43.6	
					2SP IDIS NEUT	24.2	0.00		34.0	
					2SP IRPT 2500	17.4	0.00		45.1	
					2SP IRPT NEUT	25.2	0.00		38.0	
					FED 3 MODE 52	0.0	0.02		91.3	
					FED 3 MODE 25	0.0	0.01		83.1	
					FED 3 MODE IN	0.0	0.01		0.0	
					75 EXT. FTP 1	0.69	15.9	479.4	0.30	17.5
					HWFET	0.07	4.0	351.8	0.27	24.8
					FED SHORT CYC	0.26	3.6	370.3	0.25	23.6
					2SP IDLE 2500	19.0	0.00		56.0	
					2SP IDLE NEUT	20.1	0.00		39.7	
					FED 3 MODE 52	5.2	0.00		135.6	
					FED 3 MODE 25	7.3	0.00		138.5	
					FED 3 MODE IN	9.8	0.00		41.8	
				COMMENT :	ADJ VAC BREAK.					
7056	1977	FORD	MUST	140	75 BASIC FTP	0.97	12.6	454.7	1.22	18.6
					HWFET	0.15	6.9	348.9	0.96	24.6
					FED SHORT CYC	0.43	6.3	441.1	0.63	19.6
					2SP IDLE 2500	19.5	0.00		55.0	
					2SP IDLE NEUT	14.7	0.00		44.6	
					2SP IDIS 2500	12.2	0.01		141.8	
					2SP IDIS NEUT	16.1	0.00		41.5	
					2SP IRPT 2500	15.7	0.00		57.4	
					2SP IRPT NEUT	13.6	0.00		44.7	
					FED 3 MODE 52	19.7	0.00		1088.1	
					FED 3 MODE 25	11.7	0.00		280.4	
					FED 3 MODE IN	8.4	0.00		36.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7057	1977	FORD	MUST	302	75 BASIC FTP	0.85	6.7	637.5	1.94	13.6
					HWFET	0.31	0.7	520.1	2.35	17.0
					FED SHORT CYC	0.51	2.8	539.7	1.62	16.3
					2SP IDLE 2500	17.2	0.00		102.8	
					2SP IDLE NEUT	18.6	0.00		38.0	
					2SP IDIS 2500	109.2	0.00		123.1	
					2SP IDIS NEUT	37.6	0.00		37.8	
					2SP IRPT 2500	11.5	0.00		112.3	
					2SP IRPT NEUT	10.0	0.00		38.9	
					FED 3 MODE 52	25.8	0.00		548.0	
					FED 3 MODE 25	18.8	0.00		304.5	
					FED 3 MODE ID	13.4	0.00		49.7	
					FED 3 MODE IN	10.7	0.00		37.6	
7058	1977	FORD	MACH	302	75 BASIC FTP	0.81	4.4	609.9	2.06	14.3
					HWFET	0.30	0.5	485.6	1.85	18.2
					FED SHORT CYC	1.09	7.5	499.9	1.21	17.2
					2SP IDLE 2500	15.1	0.00		128.7	
					2SP IDLE NEUT	13.0	0.00		39.4	
					2SP IDIS 2500	92.4	0.00		145.4	
					2SP IDIS NEUT	14.5	0.00		44.8	
					2SP IRPT 2500	7.7	0.00		133.7	
					2SP IRPT NEUT	4.7	0.00		44.3	
					FED 3 MODE 52	18.4	0.00		490.0	
					FED 3 MODE 25	23.6	0.00		316.1	
					FED 3 MODE ID	15.7	0.00		62.7	
					FED 3 MODE IN	14.5	0.00		50.2	
7059	1977	FORD	GRAN	302	75 BASIC FTP	0.78	5.7	565.4	1.30	15.4
					HWFET	0.27	0.8	467.2	1.39	18.9
					FED SHORT CYC	0.60	1.8	1041.5	3.04	8.5
					2SP IDLE 2500	19.4	0.00		104.6	
					2SP IDLE NEUT	21.1	0.00		54.5	
					2SP IDIS 2500	75.1	0.01		99.5	
					2SP IDIS NEUT	42.3	0.00		59.3	
					2SP IRPT 2500	15.7	0.00		78.8	
					2SP IRPT NEUT	23.4	0.00		63.2	
					FED 3 MODE 52	28.1	0.00		432.0	
					FED 3 MODE 25	28.3	0.00		194.3	
					FED 3 MODE ID	24.8	0.00		111.5	
					FED 3 MODE IN	140.4	0.42		23.6	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7060	1977	FORD	GRAN	302	75 BASIC FTP	1.15	11.2	596.6	1.35	14.4
					HWFET	0.23	0.5	458.9	1.47	19.3
					FED SHORT CYC	0.49	1.0	478.7	1.04	18.4
					2SP IDLE 2500	30.7	0.00		77.4	
					2SP IDLE NEUT	42.7	0.00		56.4	
					2SP IDIS 2500	209.7	0.00		89.3	
					2SP IDIS NEUT	70.7	0.00		60.6	
					2SP IRPT 2500	26.0	0.00		82.4	
					2SP IRPT NEUT	32.8	0.00		64.5	
					FED 3 MODE 52	35.2	0.00		442.6	
					FED 3 MODE 25	32.2	0.00		151.0	
					FED 3 MODE ID	17.2	0.00		173.0	
					FED 3 MODE IN	23.2	0.00		56.0	
7061	1977	FORD	GRAN	302	75 BASIC FTP	1.31	6.5	604.3	1.93	14.3
					HWFET	0.32	0.3	456.1	2.18	19.4
					FED SHORT CYC	0.87	5.4	487.5	1.34	17.8
					2SP IDLE 2500	70.3	0.00		93.5	
					2SP IDLE NEUT	44.7	0.00		51.1	
					2SP IDIS 2500	264.6	0.00		227.7	
					2SP IDIS NEUT	124.6	0.00		53.0	
					2SP IRPT 2500	32.2	0.00		98.9	
					2SP IRPT NEUT	30.3	0.00		50.6	
					FED 3 MODE 52	52.7	0.00		691.3	
					FED 3 MODE 25	65.8	0.00		309.8	
					FED 3 MODE ID	31.1	0.01		79.4	
					FED 3 MODE IN	293.1	5.06		61.5	
7062	1977	FORD	THND	351	75 BASIC FTP	0.87	7.0	676.5	4.84	12.9
					HWFET	0.10	0.5	518.4	5.24	17.1
					FED SHORT CYC	0.71	0.4	521.4	5.18	16.9
					2SP IDLE 2500	33.6	0.00		382.5	
					2SP IDLE NEUT	110.0	0.00		99.3	
					2SP IDIS 2500	45.3	0.01		565.9	
					2SP IDIS NEUT	68.7	0.00		118.6	
					2SP IRPT 2500	21.1	0.00		414.1	
					2SP IRPT NEUT	57.8	0.00		102.2	
					FED 3 MODE 52	19.2	0.00		2120.3	
					FED 3 MODE 25	25.6	0.00		1451.5	
					FED 3 MODE ID	27.3	0.00		170.6	
					FED 3 MODE IN	114.3	0.17		37.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7063	1977	FORD	GRAN	302	75 BASIC FTP	1.31	9.7	602.8	1.13	14.3
					HWFET	0.28	1.0	464.6	1.05	19.0
					FED SHORT CYC	1.74	7.4	460.5	1.00	18.6
					2SP IDLE 2500	57.8	0.00		68.8	
					2SP IDLE NEUT	34.2	0.00		41.5	
					2SP IDIS 2500	242.9	0.00		80.8	
					2SP IDIS NEUT	43.9	0.00		48.1	
					2SP IRPT 2500	56.8	0.00		71.9	
					2SP IRPT NEUT	29.5	0.00		44.5	
					FED 3 MODE 52	37.4	0.00		411.0	
					FED 3 MODE 25	41.9	0.00		186.3	
					FED 3 MODE ID	22.1	0.00		75.2	
					FED 3 MODE IN	262.1	5.30		52.1	
					75 EXT. FTP 1	1.00	7.0	604.2	1.25	14.4
					HWFET	0.28	0.7	441.3	1.26	20.0
					FED SHORT CYC	0.51	1.1	470.7	1.05	18.7
					2SP IDLE 2500	43.5	0.00		62.2	
					2SP IDLE NEUT	21.7	0.00		39.1	
					FED 3 MODE 52	35.4	0.00		357.2	
					FED 3 MODE 25	49.7	0.00		217.1	
					FED 3 MODE ID	29.1	0.00		68.5	
					FED 3 MODE IN	20.1	0.09		35.1	

COMMENT : ADJ FIRPM, VAC BREAK. CLEAN AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7064	1977	FORD	LTD2	351	75 BASIC FTP	0.90	14.7	720.2	1.47	11.9
					HWFET	0.19	0.8	516.6	2.22	17.1
					FED SHORT CYC	0.93	9.8	554.5	1.60	15.5
					2SP IDLE 2500	30.9	0.00		108.0	
					2SP IDLE NEUT	462.8	8.32		25.0	
					2SP IDIS 2500	50.9	0.03		136.1	
					2SP IDIS NEUT	1164.5	7.08		23.5	
					2SP IRPT 2500	19.0	0.00		96.3	
					2SP IRPT NEUT	513.6	8.79		24.0	
					FED 3 MODE 52	18.8	0.01		453.1	
					FED 3 MODE 25	14.5	0.00		271.9	
					FED 3 MODE ID	163.5	9.01		23.0	
					FED 3 MODE IN	579.5	8.85		24.4	
					75 A/M FTP	1.31	10.8	668.8	1.90	12.9
					HWFET	0.22	1.9	508.6	1.82	17.3
					FED SHORT CYC	0.78	1.4	548.7	2.00	16.0
					2SP IDLE 2500	56.6	0.00		119.2	
					2SP IDLE NEUT	69.9	0.00		72.6	
					2SP IDIS 2500	33.0	0.00		148.9	
					2SP IDIS NEUT	69.9	0.00		70.9	
					2SP IRPT 2500	37.2	0.00		106.2	
					2SP IRPT NEUT	58.8	0.00		70.3	
					FED 3 MODE 52	18.8	0.00		420.5	
					FED 3 MODE 25	27.7	0.00		227.2	
					FED 3 MODE ID	48.7	0.15		57.8	
					FED 3 MODE IN	109.2	0.13		33.3	

COMMENT : ADJ CARB.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7065	1977	FORD	LTD2	351	75 BASIC FTP	0.73	11.5	684.1	2.01	12.6
					HWFET	0.15	1.8	508.8	1.88	17.3
					FED SHORT CYC	0.46	7.2	563.1	1.83	15.4
					2SP IDLE 2500	11.7	0.00		114.6	
					2SP IDLE NEUT	8.4	0.10		66.0	
					2SP IDIS 2500	5.4	0.00		127.1	
					2SP IDIS NEUT	30.7	0.03		73.4	
					2SP IRPT 2500	10.9	0.00		111.7	
					2SP IRPT NEUT	20.3	0.30		36.6	
					FED 3 MODE 52	8.6	0.00		737.6	
					FED 3 MODE 25	10.7	0.00		417.3	
					FED 3 MODE ID	172.7	1.55		245.5	
					FED 3 MODE IN	112.8	0.85		84.6	
					75 EXT. FTP 1	0.80	6.6	648.7	3.75	13.4
					HWFET	0.17	0.7	491.3	3.46	18.0
					FED SHORT CYC	0.49	0.2	497.2	3.19	17.8
					2SP IDLE 2500	49.5	0.00		170.1	
					2SP IDLE NEUT	32.6	0.00		142.8	
					FED 3 MODE 52	14.9	0.00		961.0	
					FED 3 MODE 25	16.3	0.00		617.5	
					FED 3 MODE ID	13.4	0.00		404.6	
					FED 3 MODE IN	46.1	0.00		136.9	

COMMENT : ADJ TIMING, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7066	1977	FORD	LTD2	400	75 BASIC FTP	1.27	27.6	692.9	2.42	12.0
					HWFET	0.12	2.0	552.1	3.96	16.0
					FED SHORT CYC	1.82	11.0	530.9	2.74	16.0
					2SP IDLE 2500	48.7	0.00		366.7	
					2SP IDLE NEUT	760.9	5.91		17.6	
					2SP IDIS 2500	186.6	0.00		492.1	
					2SP IDIS NEUT	82.4	0.01		34.1	
					2SP IRPT 2500	45.1	0.00		391.0	
					2SP IRPT NEUT	60.6	0.00		36.8	
					FED 3 MODE 52	32.0	0.00		1387.1	
					FED 3 MODE 25	24.8	0.00		866.9	
					FED 3 MODE ID	442.1	6.87		25.2	
					FED 3 MODE IN	939.9	8.00		14.8	
					75 EXT. FTP 1	0.81	13.8	728.1	1.16	11.8
					HWFET	0.14	3.4	561.0	1.06	15.7
					FED SHORT CYC	1.08	4.5	553.0	1.21	15.7
					2SP IDLE 2500	26.7	0.00		99.5	
					2SP IDLE NEUT	31.9	0.00		127.9	
					FED 3 MODE 52	10.3	0.00		289.8	
					FED 3 MODE 25	17.2	0.00		185.0	
					FED 3 MODE ID	311.9	4.89		76.7	
					FED 3 MODE IN	339.5	3.04		57.4	

COMMENT : ADJ TIMING, CHOKE, IRPM, VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7067	1977	FORD	STAW	400	75 BASIC FTP	0.86	14.2	740.8	1.26	11.6
					HWFET	0.11	3.8	599.6	0.90	14.6
					FED SHORT CYC	0.87	4.7	585.9	1.28	14.9
					2SP IDLE 2500	18.8	0.00		78.6	
					2SP IDLE NEUT	234.3	1.04		41.7	
					2SP IDIS 2500	12.2	0.00		73.8	
					2SP IDIS NEUT	453.2	1.61		46.2	
					2SP IRPT 2500	7.7	0.00		74.6	
					2SP IRPT NEUT	247.9	0.95		46.2	
					FED 3 MODE 52	12.2	0.00		328.8	
					FED 3 MODE 25	14.9	0.00		255.8	
					FED 3 MODE ID	194.0	2.23		122.6	
					FED 3 MODE IN	225.2	1.28		52.8	
					75 A/M FTP	0.67	4.3	716.8	2.09	12.2
					HWFET	0.15	0.4	560.5	1.74	15.8
					FED SHORT CYC	0.38	0.2	595.6	1.83	14.9
					2SP IDLE 2500	21.5	0.00		100.5	
					2SP IDLE NEUT	22.1	0.00		135.6	
					2SP IDIS 2500	8.1	0.00		93.9	
					2SP IDIS NEUT	39.4	0.05		72.4	
					2SP IRPT 2500	0.9	0.00		93.7	
					2SP IRPT NEUT	10.0	0.00		111.2	
					FED 3 MODE 52	17.0	0.00		423.6	
					FED 3 MODE 25	18.8	0.00		286.6	
					FED 3 MODE ID	19.5	0.00		307.7	
					FED 3 MODE IN	25.4	0.00		100.6	
			COMMENT :		ADJ IRPM.					
7068	1977	LINC	CONT	460	75 BASIC FTP	0.52	12.6	815.8	3.76	10.6
					HWFET	0.08	0.7	594.0	3.97	14.9
					FED SHORT CYC	1.07	13.4	642.9	2.63	13.3
					2SP IDLE 2500	8.3	0.00		149.7	
					2SP IDLE NEUT	14.0	0.00		56.0	
					2SP IDIS 2500	9.8	0.00		168.0	
					2SP IDIS NEUT	13.4	0.06		51.3	
					2SP IRPT 2500	10.5	0.00		150.7	
					2SP IRPT NEUT	14.2	0.03		49.3	
					FED 3 MODE 52	16.3	0.00		824.1	
					FED 3 MODE 25	15.5	0.00		374.1	
					FED 3 MODE ID	14.2	1.03		47.7	
					FED 3 MODE IN	81.4	3.90		37.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7069	1977	MERC	MONA	302	75 BASIC FTP	0.81	6.4	625.6	1.34	13.9
					HWFET	0.19	0.8	484.8	1.23	18.2
					FED SHORT CYC	1.05	5.7	499.3	1.14	17.3
					2SP IDLE 2500	17.4	0.00		54.2	
					2SP IDLE NEUT	18.8	0.00		53.7	
					2SP IDIS 2500	164.2	0.00		61.5	
					2SP IDIS NEUT	58.8	0.00		62.9	
					2SP IRPT 2500	17.0	0.00		57.8	
					2SP IRPT NEUT	18.0	0.00		57.9	
					FED 3 MODE 52	13.8	0.00		383.6	
					FED 3 MODE 25	20.3	0.00		233.9	
					FED 3 MODE ID	10.5	0.00		187.9	
					FED 3 MODE IN	9.8	0.00		71.9	
7070	1977	MERC	MONA	302	75 BASIC FTP	0.73	8.7	647.1	1.24	13.4
					HWFET	0.21	0.5	481.7	1.39	18.4
					FED SHORT CYC	1.27	10.7	542.7	1.16	15.8
					2SP IDLE 2500	38.4	0.00		82.6	
					2SP IDLE NEUT	26.9	0.00		54.2	
					2SP IDIS 2500	161.7	0.00		234.3	
					2SP IDIS NEUT	52.3	0.00		70.3	
					2SP IRPT 2500	25.0	0.00		79.0	
					2SP IRPT NEUT	24.6	0.00		58.6	
					FED 3 MODE 52	29.5	0.00		417.3	
					FED 3 MODE 25	33.6	0.00		212.3	
					FED 3 MODE ID	19.5	0.00		132.7	
					FED 3 MODE IN	187.0	3.95		66.3	
					75 A/M FTP	0.70	7.2	638.2	1.02	13.6
					HWFET	0.16	1.0	487.6	0.93	18.1
					FED SHORT CYC	1.09	8.1	531.1	0.57	16.2
					2SP IDLE 2500	15.9	0.00		66.3	
					2SP IDLE NEUT	14.2	0.00		52.6	
					2SP IDIS 2500	38.2	0.00		71.1	
					2SP IDIS NEUT	9.8	0.00		51.5	
					2SP IRPT 2500	5.4	0.00		61.0	
					2SP IRPT NEUT	3.9	0.00		48.7	
					FED 3 MODE 52	6.0	0.00		297.2	
					FED 3 MODE 25	0.4	0.00		129.5	
					FED 3 MODE ID	174.3	4.98		67.9	
					FED 3 MODE IN	210.7	5.27		57.3	

COMMENT : PASSED WHEN RECEIVED. NO MAINTENANCE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7071	1977	MERC	COUG	351	75 BASIC FTP	0.58	6.7	691.0	1.90	12.6
					HWFET	0.18	1.1	497.3	1.85	17.8
					FED SHORT CYC	0.95	4.5	542.9	1.80	16.1
					2SP IDLE 2500	112.2	0.00		105.9	
					2SP IDLE NEUT	47.7	0.00		105.6	
					2SP IDIS 2500	48.5	0.02		107.5	
					2SP IDIS NEUT	35.4	0.01		97.4	
					2SP IRPT 2500	62.8	0.00		96.9	
					2SP IRPT NEUT	46.5	0.00		130.3	
					FED 3 MODE 52	16.7	0.00		482.6	
					FED 3 MODE 25	21.1	0.00		287.7	
					FED 3 MODE ID	182.6	2.88		101.9	
					FED 3 MODE IN	639.8	3.02		64.2	
7072	1977	OLDS	SPRM	231	75 BASIC FTP	1.15	18.6	572.9	2.79	14.7
					HWFET	0.11	1.6	438.3	4.98	20.1
					FED SHORT CYC	0.41	0.2	467.9	3.17	18.9
					2SP IDLE 2500	7.7	0.00		494.2	
					2SP IDLE NEUT	14.2	0.00		49.4	
					2SP IDIS 2500	255.0	0.00		717.6	
					2SP IDIS NEUT	36.6	0.00		37.4	
					2SP IRPT 2500	15.1	0.00		468.9	
					2SP IRPT NEUT	22.5	0.00		46.9	
					FED 3 MODE 52	16.5	0.00		656.4	
					FED 3 MODE 25	13.6	0.01		1127.0	
					FED 3 MODE ID	3.7	0.00		57.4	
					FED 3 MODE IN	3.0	0.00		46.8	
7073	1977	OLDS	STAR	231	75 BASIC FTP	0.87	11.1	508.3	0.96	16.8
					HWFET	0.15	0.9	350.4	1.36	25.2
					FED SHORT CYC	0.30	3.0	405.4	0.33	21.6
					2SP IDLE 2500	27.5	0.00		55.0	
					2SP IDLE NEUT	14.2	0.00		85.9	
					2SP IDIS 2500	125.8	0.00		97.7	
					2SP IDIS NEUT	33.0	0.00		129.0	
					2SP IRPT 2500	23.6	0.00		56.4	
					2SP IRPT NEUT	18.4	0.00		100.3	
					FED 3 MODE 52	30.1	0.01		549.0	
					FED 3 MODE 25	24.4	0.00		100.2	
					FED 3 MODE ID	20.1	0.00		232.5	
					FED 3 MODE IN	16.7	0.00		94.6	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7074	1977	OLDS	CUTL	350	75 BASIC FTP	2.54	41.6	579.2	1.00	13.6
					HWFET	0.49	12.3	423.1	0.92	20.0
					FED SHORT CYC	1.91	17.3	457.2	0.64	18.1
					2SP IDLE 2500	14.7	0.00		81.7	
					2SP IDLE NEUT	64.0	0.17		6.4	
					2SP IDIS 2500	25.6	0.00		246.6	
					2SP IDIS NEUT	83.0	0.08		19.4	
					2SP IRPT 2500	17.6	0.00		150.7	
					2SP IRPT NEUT	48.7	0.32		13.8	
					FED 3 MODE 52	13.6	0.00		505.8	
					FED 3 MODE 25	11.9	0.00		367.8	
					FED 3 MODE ID	5.4	0.00		35.9	
					FED 3 MODE IN	6.2	0.00		47.0	
7075	1977	OLDS	SPRM	350	75 BASIC FTP	0.92	18.4	653.7	0.90	12.9
					HWFET	0.18	8.1	425.3	0.65	20.2
					FED SHORT CYC	0.21	7.1	517.2	0.46	16.8
					2SP IDLE 2500	13.0	0.00		162.9	
					2SP IDLE NEUT	11.9	0.00		59.5	
					2SP IDIS 2500	75.9	0.00		209.9	
					2SP IDIS NEUT	16.1	0.00		64.5	
					2SP IRPT 2500	16.8	0.00		184.4	
					2SP IRPT NEUT	17.4	0.00		66.2	
					FED 3 MODE 52	7.7	0.00		257.1	
					FED 3 MODE 25	10.5	0.00		163.2	
					FED 3 MODE ID	9.0	0.00		125.0	
					FED 3 MODE IN	10.7	0.00		60.3	
7076	1977	OLDS	DELT	350	75 BASIC FTP	1.25	21.4	574.5	0.83	14.5
					HWFET	0.66	12.0	396.6	1.00	21.3
					FED SHORT CYC	2.10	38.1	421.1	0.64	18.2
					2SP IDLE 2500	201.1	0.03		112.0	
					2SP IDLE NEUT	253.5	1.76		54.5	
					2SP IDIS 2500	296.6	0.05		165.9	
					2SP IDIS NEUT	676.8	0.52		53.2	
					2SP IRPT 2500	199.6	0.08		95.5	
					2SP IRPT NEUT	364.5	1.38		51.4	
					FED 3 MODE 52	40.2	0.00		362.5	
					FED 3 MODE 25	22.5	0.01		224.5	
					FED 3 MODE ID	203.1	1.78		80.3	
					FED 3 MODE IN	216.2	2.10		50.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7077	1977	OLDS	ROYA	350	75 BASIC FTP	1.66	32.3	604.4	0.71	13.4
					HWFET	0.36	13.8	416.8	0.72	20.2
					FED SHORT CYC	0.95	20.4	473.7	0.36	17.4
					2SP IDLE 2500	50.9	0.02		102.2	
					2SP IDLE NEUT	47.9	0.12		16.5	
					2SP IDIS 2500	61.0	0.04		224.3	
					2SP IDIS NEUT	39.8	0.02		72.4	
					2SP IRPT 2500	33.2	0.40		75.4	
					2SP IRPT NEUT	30.3	0.20		26.7	
					FED 3 MODE 52	26.2	0.01		684.9	
					FED 3 MODE 25	21.7	0.01		401.6	
					FED 3 MODE ID	17.2	0.01		161.0	
					FED 3 MODE IN	21.1	0.12		20.4	
7078	1977	OLDS	ROYA	350	75 BASIC FTP	0.62	8.0	559.7	1.37	15.5
					HWFET	0.22	6.4	382.6	1.28	22.6
					FED SHORT CYC	1.16	26.1	408.4	0.40	19.6
					2SP IDLE 2500	19.7	0.04		90.6	
					2SP IDLE NEUT	135.1	1.59		52.3	
					2SP IDIS 2500	33.8	0.04		279.4	
					2SP IDIS NEUT	659.3	0.83		46.8	
					2SP IRPT 2500	15.5	0.33		106.7	
					2SP IRPT NEUT	118.5	1.65		48.8	
					FED 3 MODE 52	15.5	0.00		810.1	
					FED 3 MODE 25	5.4	0.00		543.8	
					FED 3 MODE ID	135.1	0.79		94.1	
					FED 3 MODE IN	137.6	1.55		51.7	
7079	1977	PLYM	STAW	225	75 BASIC FTP	1.03	9.5	540.5	1.19	15.9
					HWFET	0.16	1.8	471.1	1.03	18.7
					FED SHORT CYC	0.65	8.0	449.8	0.54	19.1
					2SP IDLE 2500	22.8	0.00		68.8	
					2SP IDLE NEUT	29.3	0.07		34.7	
					2SP IDIS 2500	82.8	0.00		132.4	
					2SP IDIS NEUT	55.8	0.00		35.6	
					2SP IRPT 2500	17.6	0.00		65.5	
					2SP IRPT NEUT	20.9	0.06		36.5	
					FED 3 MODE 52	7.9	0.01		311.9	
					FED 3 MODE 25	8.4	0.02		259.2	
					FED 3 MODE ID	6.4	0.04		66.4	
					FED 3 MODE IN	4.9	0.03		40.2	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7080	1977	PLYM	STAW	318	75 BASIC FTP	0.48	4.8	632.0	2.18	13.8
					HWFET	0.07	0.1	466.0	2.75	19.0
					FED SHORT CYC	0.50	9.6	517.1	0.61	16.6
					2SP IDLE 2500	13.8	0.00		171.7	
					2SP IDLE NEUT	12.4	0.03		30.3	
					2SP IDIS 2500	24.8	0.01		240.7	
					2SP IDIS NEUT	27.3	0.02		36.4	
					2SP IRPT 2500	7.7	0.00		146.8	
					2SP IRPT NEUT	11.3	0.02		36.8	
					FED 3 MODE 52	14.2	0.00		523.7	
					FED 3 MODE 25	22.3	0.01		889.2	
					FED 3 MODE ID	16.8	0.03		49.8	
					FED 3 MODE IN	13.6	0.03		35.0	
7081	1977	PLYM	VOLA	318	75 BASIC FTP	0.64	7.9	697.3	1.46	12.5
					HWFET	0.06	0.1	513.0	1.61	17.3
					FED SHORT CYC	0.14	0.1	520.8	1.54	17.0
					2SP IDLE 2500	18.2	0.00		89.2	
					2SP IDLE NEUT	13.0	0.00		50.5	
					2SP IDIS 2500	31.5	0.00		221.9	
					2SP IDIS NEUT	39.6	0.00		72.3	
					2SP IRPT 2500	20.1	0.00		115.4	
					2SP IRPT NEUT	17.2	0.00		57.7	
					FED 3 MODE 52	8.4	0.00		353.0	
					FED 3 MODE 25	14.5	0.00		1206.3	
					FED 3 MODE ID	4.1	0.00		124.2	
					FED 3 MODE IN	0.4	0.00		55.7	
7082	1977	PLYM	FURY	360	75 BASIC FTP	0.87	12.0	680.9	1.56	12.6
					HWFET	0.14	0.4	481.8	2.19	18.4
					FED SHORT CYC	0.48	2.8	501.9	1.49	17.5
					2SP IDLE 2500	40.2	0.00		66.9	
					2SP IDLE NEUT	39.0	0.03		33.8	
					2SP IDIS 2500	50.7	0.00		160.8	
					2SP IDIS NEUT	72.3	0.01		37.6	
					2SP IRPT 2500	29.1	0.00		77.0	
					2SP IRPT NEUT	30.7	0.01		36.5	
					FED 3 MODE 52	13.0	0.00		444.7	
					FED 3 MODE 25	19.9	0.04		402.5	
					FED 3 MODE ID	19.5	0.00		50.7	
					FED 3 MODE IN	20.9	0.01		39.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL
						HC	CO	CO_2	NO_{xc}	ECON MPG
7083	1977	PONT	VENT	231	75 BASIC FTP	3.68	84.7	413.4	1.12	15.9
					HWFET	2.06	40.4	304.0	0.99	23.7
					FED SHORT CYC	3.42	64.4	336.2	0.51	19.8
					2SP IDLE 2500	165.9	0.96		94.4	
					2SP IDLE NEUT	478.8	7.30		51.8	
					2SP IDIS 2500	1039.0	0.22		72.7	
					2SP IDIS NEUT	1976.8	4.45		40.0	
					2SP IRPT 2500	246.9	1.82		78.3	
					2SP IRPT NEUT	490.4	7.35		30.1	
					FED 3 MODE 52	141.0	1.05		578.5	
					FED 3 MODE 25	122.8	1.56		152.3	
					FED 3 MODE ID	469.2	8.48		59.5	
					FED 3 MODE IN	496.2	7.50		33.1	
					75 A/M FTP	2.47	49.3	403.2	1.10	18.2
					HWFET	1.75	48.4	291.4	0.92	23.8
					FED SHORT CYC	1.89	37.3	320.3	0.51	23.1
					2SP IDLE 2500	128.8	1.67		76.4	
					2SP IDLE NEUT	58.2	0.01		72.0	
					2SP IDIS 2500	882.7	0.28		61.3	
					2SP IDIS NEUT	224.7	0.05		57.7	
					2SP IRPT 2500	115.1	1.38		71.7	
					2SP IRPT NEUT	22.5	0.04		23.1	
					FED 3 MODE 52	106.6	0.83		515.3	
					FED 3 MODE 25	109.8	1.71		112.8	
					FED 3 MODE ID	197.1	0.59		376.2	
					FED 3 MODE IN	34.0	0.00		91.0	

COMMENT : ADJ TIMING, IRPM. CONNECTED HEAT TUBE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7084	1977	PONT	FIRE	350	75 BASIC FTP	1.47	21.2	531.4	0.97	15.6
					HWFET	0.45	11.8	386.1	0.69	21.9
					FED SHORT CYC	0.58	5.2	458.9	0.77	18.9
					2SP IDLE 2500	15.1	0.00		209.6	
					2SP IDLE NEUT	27.7	0.18		4.5	
					2SP IDIS 2500	34.2	0.00		278.2	
					2SP IDIS NEUT	191.6	0.15		31.2	
					2SP IRPT 2500	13.2	0.00		197.2	
					2SP IRPT NEUT	45.9	0.41		15.0	
					FED 3 MODE 52	18.6	0.00		490.0	
					FED 3 MODE 25	17.8	0.00		305.6	
					FED 3 MODE ID	39.4	0.12		9.1	
					FED 3 MODE IN	12.1	0.02		0.4	
					75 EXT. FTP 1	1.80	28.5	527.8	1.13	15.3
					HWFET	0.32	7.6	380.1	0.85	22.6
					FED SHORT CYC	1.43	17.5	410.7	0.69	20.0
					2SP IDLE 2500	18.2	0.00		204.3	
					2SP IDLE NEUT	56.6	0.32		9.9	
					FED 3 MODE 52	6.9	0.00		693.4	
					FED 3 MODE 25	1.7	0.01		382.5	
					FED 3 MODE ID	0.0	0.04		1.7	
					FED 3 MODE IN	0.0	0.01		52.7	
				COMMENT :	ADJ PRIM & SEC VAC BREAK, TIMING, IRPM, FIRPM.					
7085	1977	PONT	VENT	350	75 BASIC FTP	0.63	8.3	627.0	1.96	13.8
					HWFET	0.09	1.1	504.3	2.42	17.5
					FED SHORT CYC	0.39	2.5	550.4	1.08	16.0
					2SP IDLE 2500	6.9	0.00		122.6	
					2SP IDLE NEUT	10.3	0.00		45.1	
					2SP IDIS 2500	69.9	0.00		268.7	
					2SP IDIS NEUT	7.7	0.00		58.4	
					2SP IRPT 2500	111.6	0.00		263.5	
					2SP IRPT NEUT	9.8	0.00		57.4	
					FED 3 MODE 52	71.5	0.00		873.6	
					FED 3 MODE 25	68.0	0.00		865.2	
					FED 3 MODE ID	5.8	0.00		74.2	
					FED 3 MODE IN	6.9	0.00		50.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7086	1977	PONT	VENT	350	75 BASIC FTP	0.57	7.8	602.0	1.74	14.4
					HWFET	0.12	2.1	503.7	1.17	17.5
					FED SHORT CYC	0.26	33.3	539.7	0.15	15.0
					2SP IDLE 2500	29.7	0.00		61.2	
					2SP IDLE NEUT	21.7	0.00		43.6	
					2SP IDIS 2500	193.1	0.00		66.8	
					2SP IDIS NEUT	33.6	0.00		43.8	
					2SP IRPT 2500	15.7	0.00		66.9	
					2SP IRPT NEUT	12.8	0.00		51.0	
					FED 3 MODE 52	16.3	0.00		468.9	
					FED 3 MODE 25	13.0	0.00		106.2	
					FED 3 MODE ID	8.6	0.00		146.2	
					FED 3 MODE IN	8.6	0.00		55.9	
7087	1977	PONT	GRNP	350	75 BASIC FTP	1.13	12.0	621.7	2.21	13.8
					HWFET	0.22	1.9	420.6	1.77	20.9
					FED SHORT CYC	0.70	6.2	481.1	1.33	18.0
					2SP IDLE 2500	24.8	0.00		201.4	
					2SP IDLE NEUT	11.9	0.01		39.8	
					2SP IDIS 2500	322.6	0.00		231.9	
					2SP IDIS NEUT	47.3	0.00		61.7	
					2SP IRPT 2500	23.2	0.00		194.8	
					2SP IRPT NEUT	7.3	0.00		38.4	
					FED 3 MODE 52	12.8	0.00		525.8	
					FED 3 MODE 25	16.8	0.00		423.6	
					FED 3 MODE ID	10.5	0.00		196.9	
					FED 3 MODE IN	36.6	0.43		29.6	
					75 EXT. FTP 1	1.26	11.0	600.3	2.11	14.3
					HWFET	0.19	1.6	399.7	1.73	22.0
					FED SHORT CYC	0.38	1.7	493.8	1.48	17.8
					2SP IDLE 2500	13.4	0.00		216.8	
					2SP IDLE NEUT	10.9	0.00		61.2	
					FED 3 MODE 52	16.8	0.00		574.3	
					FED 3 MODE 25	18.4	0.00		465.8	
					FED 3 MODE ID	66.8	0.36		79.6	
					FED 3 MODE IN	72.9	0.79		39.8	

COMMENT : ADJ CHOKE, PRIMARY & SEC VAC BREAK, CLEAN AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7088	1977	PONT	STAW	350	75 BASIC FTP	1.51	19.8	669.4	1.32	12.6
					HWFET	0.10	1.3	455.5	1.61	19.4
					FED SHORT CYC	0.16	0.3	565.1	1.05	15.7
					2SP IDLE 2500	6.0	0.01		0.0	
					2SP IDLE NEUT	14.2	0.00		48.7	
					2SP IDIS 2500	86.9	0.00		153.9	
					2SP IDIS NEUT	13.4	0.00		50.9	
					2SP IRPT 2500	8.1	0.00		134.0	
					2SP IRPT NEUT	5.0	0.00		51.8	
					FED 3 MODE 52	5.6	0.00		243.4	
					FED 3 MODE 25	7.7	0.00		208.9	
					FED 3 MODE ID	5.0	0.00		100.7	
					FED 3 MODE IN	4.5	0.00		52.0	
					75 A/M FTP	1.03	11.9	650.3	1.28	13.2
					HWFET	0.17	4.8	484.1	1.31	18.0
					FED SHORT CYC	0.33	0.9	567.3	1.07	15.6
					2SP IDLE 2500	18.0	0.00		137.7	
					2SP IDLE NEUT	20.9	0.00		51.8	
					2SP IDIS 2500	141.4	0.00		163.2	
					2SP IDIS NEUT	25.2	0.00		46.8	
					2SP IRPT 2500	15.1	0.00		143.0	
					2SP IRPT NEUT	28.3	0.27		33.1	
					FED 3 MODE 52	6.9	0.00		295.1	
					FED 3 MODE 25	7.1	0.00		238.8	
					FED 3 MODE ID	3.0	0.00		114.6	
					FED 3 MODE IN	2.2	0.01		55.0	

COMMENT : PASSED WHEN RECEIVED. NO MAINTENANCE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	RESULTS CO	----- CO_2	NO_{xc}	FUEL ECON MPG
7089	1977	DATS	F10	085	75 BASIC FTP	0.59	15.7	319.5	0.58	25.7
					HWFET	0.16	6.7	245.4	0.54	34.6
					FED SHORT CYC	0.21	7.3	277.9	0.24	30.6
					2SP IDLE 2500	4.1	0.00		71.8	
					2SP IDLE NEUT	90.3	1.08		2.5	
					2SP IDIS 2500	9.2	0.00		169.6	
					2SP IDIS NEUT	3.7	0.00		46.7	
					2SP IRPT 2500	5.0	0.00		117.6	
					2SP IRPT NEUT	131.1	1.52		1.4	
					FED 3 MODE 52	3.9	0.00		368.8	
					FED 3 MODE 25	3.2	0.00		148.6	
					FED 3 MODE IN	16.3	1.15		9.4	
					75 A/M FTP	0.82	20.2	261.8	1.21	30.0
					HWFET	0.13	5.2	249.6	1.84	34.4
					FED SHORT CYC	0.61	21.7	241.7	0.51	32.0
					2SP IDLE 2500	12.1	0.00		84.9	
					2SP IDLE NEUT	36.4	0.29		11.3	
					2SP IDIS 2500	98.1	0.21		46.3	
					2SP IDIS NEUT	32.0	0.11		9.1	
					2SP IRPT 2500	11.5	0.00		102.2	
					2SP IRPT NEUT	12.6	0.05		0.4	
					FED 3 MODE 52	9.0	0.00		1951.9	
					FED 3 MODE 25	4.9	0.00		729.2	
					FED 3 MODE IN	23.2	0.37		15.6	
				COMMENT :	ADJ IDLE. CHECKED & RECONNECTED ONE VACUUM HOSE. ADJ TIMING.					
7090	1977	DATS	B210	085	75 BASIC FTP	0.56	10.2	300.7	1.82	27.9
					HWFET	0.08	0.4	238.0	3.52	37.1
					FED SHORT CYC	0.13	0.0	243.9	2.12	36.3
					2SP IDLE 2500	6.4	0.00		47.7	
					2SP IDLE NEUT	6.4	0.00		9.9	
					2SP IDIS 2500	12.2	0.00		138.3	
					2SP IDIS NEUT	3.9	0.00		14.5	
					2SP IRPT 2500	5.6	0.00		69.5	
					2SP IRPT NEUT	7.9	0.00		12.1	
					FED 3 MODE 52	11.7	0.00		1320.2	
					FED 3 MODE 25	10.5	0.00		696.0	
					FED 3 MODE IN	5.2	0.00		22.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO$_2$	NO$_{xc}$	
7091	1977	DATS	200S	119	75 BASIC FTP	0.61	26.6	436.5	0.32	18.5
					HWFET	0.12	10.3	335.9	0.53	25.2
					FED SHORT CYC	0.27	8.8	380.5	0.22	22.5
					2SP IDLE 2500	29.7	0.00		29.8	
					2SP IDLE NEUT	31.7	0.18		1.1	
					2SP IDIS 2500	30.9	0.00		25.8	
					2SP IDIS NEUT	36.2	0.06		1.9	
					2SP IRPT 2500	27.7	0.00		28.4	
					2SP IRPT NEUT	28.7	0.02		0.0	
					FED 3 MODE 52	21.9	0.00		152.9	
					FED 3 MODE 25	21.7	0.00		59.0	
					FED 3 MODE IN	16.7	0.07		1.7	
7092	1977	HOND	CVCC	091	75 BASIC FTP	1.64	11.9	243.8	2.30	33.2
					HWFET	0.38	3.7	194.1	3.29	44.1
					FED SHORT CYC	1.24	25.2	184.4	1.25	38.9
					2SP IDLE 2500	133.5	2.49		130.8	
					2SP IDLE NEUT	151.9	0.20		74.1	
					2SP IDIS 2500	1976.8	1.31		147.3	
					2SP IDIS NEUT	1976.8	0.13		51.0	
					2SP IRPT 2500	369.1	1.12		153.1	
					2SP IRPT NEUT	120.9	0.20		69.0	
					FED 3 MODE 52	71.5	0.19		1882.5	
					FED 3 MODE 25	98.8	0.13		1684.3	
					FED 3 MODE IN	151.7	0.16		66.7	
					75 A/M FTP	1.12	8.6	305.0	1.39	27.6
					HWFET	0.10	1.5	205.8	1.53	42.6
					FED SHORT CYC	0.34	2.8	250.7	1.01	34.6
					2SP IDLE 2500	24.8	0.07		146.0	
					2SP IDLE NEUT	73.5	0.14		74.8	
					2SP IDIS 2500	1976.8	0.18		125.0	
					2SP IDIS NEUT	1976.8	0.07		88.6	
					2SP IRPT 2500	145.5	0.05		129.8	
					2SP IRPT NEUT	139.9	0.15		80.4	
					FED 3 MODE 52	25.0	0.08		655.4	
					FED 3 MODE 25	18.0	0.09		529.0	
					FED 3 MODE IN	46.7	0.16		88.1	

COMMENT : ADJ DWELL, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7093	1977	HOND	ACCO	098	75 BASIC FTP	1.02	8.2	293.9	2.08	28.6
					HWFET	0.08	1.5	209.6	2.39	41.8
					FED SHORT CYC	0.38	3.0	240.0	1.58	36.1
					2SP IDLE 2500	14.7	0.05		142.5	
					2SP IDLE NEUT	26.9	0.25		50.4	
					2SP IDIS 2500	1976.8	0.22		139.1	
					2SP IDIS NEUT	1976.8	0.12		62.8	
					2SP IRPT 2500	48.1	0.04		140.4	
					2SP IRPT NEUT	42.7	0.27		48.8	
					FED 3 MODE 52	16.7	0.11		1486.2	
					FED 3 MODE 25	9.8	0.22		1134.5	
					FED 3 MODE IN	14.7	0.25		69.9	
7094	1977	TOYO	CORO	097	75 BASIC FTP	0.36	4.4	380.5	1.20	22.8
					HWFET	0.03	0.3	285.0	1.36	31.1
					FED SHORT CYC	0.10	0.7	311.0	0.96	28.4
					2SP IDLE 2500	0.0	0.00		57.4	
					2SP IDLE NEUT	0.0	0.00		35.4	
					2SP IDIS 2500	22.7	0.02		55.4	
					2SP IDIS NEUT	0.0	0.01		56.5	
					2SP IRPT 2500	0.0	0.01		69.7	
					2SP IRPT NEUT	0.0	0.01		43.2	
					FED 3 MODE 52	0.4	0.00		628.1	
					FED 3 MODE 25	0.0	0.00		354.1	
					FED 3 MODE IN	0.0	0.00		45.4	
7095	1977	TOYO	CORO	097	75 BASIC FTP	0.59	2.9	370.0	1.16	23.6
					HWFET	0.05	0.1	279.7	1.35	31.7
					FED SHORT CYC	0.12	0.1	293.6	0.70	30.2
					2SP IDLE 2500	3.9	0.00		66.1	
					2SP IDLE NEUT	4.1	0.00		42.4	
					2SP IDIS 2500	97.0	0.02		46.2	
					2SP IDIS NEUT	6.4	0.00		47.5	
					2SP IRPT 2500	1.3	0.00		69.4	
					2SP IRPT NEUT	3.2	0.00		53.0	
					FED 3 MODE 52	3.9	0.01		671.3	
					FED 3 MODE 25	1.5	0.00		255.0	
					FED 3 MODE IN	3.7	0.00		47.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
						----- EMISSION	RESULTS	-----		
7096	1977	TOYO	CELI	134	75 BASIC FTP	0.49	5.6	415.1	1.66	20.9
					HWFET	0.02	0.1	275.1	2.28	32.2
					FED SHORT CYC	0.09	0.7	333.6	1.49	26.5
					2SP IDLE 2500	3.7	0.00		89.1	
					2SP IDLE NEUT	7.1	0.00		53.6	
					2SP IDIS 2500	47.3	0.04		120.2	
					2SP IDIS NEUT	12.1	0.00		75.9	
					2SP IRPT 2500	3.9	0.00		79.7	
					2SP IRPT NEUT	5.8	0.00		53.8	
					FED 3 MODE 52	0.0	0.01		1047.8	
					FED 3 MODE 25	0.0	0.00		447.9	
					FED 3 MODE IN	0.0	0.00		48.4	
7097	1977	TOYO	CELI	134	75 BASIC FTP	0.54	6.2	437.7	1.21	19.8
					HWFET	0.03	0.2	272.7	1.99	32.5
					FED SHORT CYC	0.06	0.9	369.3	1.29	23.9
					2SP IDLE 2500	4.7	0.00		77.5	
					2SP IDLE NEUT	8.3	0.00		70.6	
					2SP IDIS 2500	33.0	0.02		122.9	
					2SP IDIS NEUT	12.4	0.00		85.2	
					2SP IRPT 2500	3.0	0.00		76.6	
					2SP IRPT NEUT	4.1	0.00		61.9	
					FED 3 MODE 52	6.2	0.00		1129.5	
					FED 3 MODE 25	6.0	0.00		267.7	
					FED 3 MODE IN	7.7	0.00		77.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7098	1977	VOLK	RABB	097	75 BASIC FTP	2.17	24.3	304.5	1.94	25.4
					HWFET	1.38	12.0	218.6	2.75	36.7
					FED SHORT CYC	1.57	14.2	235.6	1.43	33.8
					2SP IDLE 2500	45.7	1.01		126.9	
					2SP IDLE NEUT	166.6	4.02		56.7	
					2SP IDIS 2500	1976.8	0.63		221.1	
					2SP IDIS NEUT	1976.8	3.15		46.0	
					2SP IRPT 2500	68.7	0.89		132.2	
					2SP IRPT NEUT	173.5	3.70		61.8	
					FED 3 MODE 52	118.5	0.57		2083.1	
					FED 3 MODE 25	145.7	0.49		1080.0	
					FED 3 MODE IN	131.3	3.39		69.6	
					75 A/M FTP	1.32	5.7	330.0	1.84	25.9
					HWFET	0.97	3.6	224.7	2.95	38.0
					FED SHORT CYC	1.11	2.8	282.7	1.13	30.5
					2SP IDLE 2500	16.8	0.13		134.3	
					2SP IDLE NEUT	86.7	0.19		89.3	
					2SP IDIS 2500	1976.8	0.10		191.9	
					2SP IDIS NEUT	1976.8	0.16		98.9	
					2SP IRPT 2500	98.4	0.12		132.2	
					2SP IRPT NEUT	116.2	0.19		92.9	
					FED 3 MODE 52	96.6	0.24		1998.9	
					FED 3 MODE 25	74.9	0.13		631.2	
					FED 3 MODE IN	122.2	0.20		89.2	

COMMENT : ADJ ICO, IRPM. IDLE QUALITY IS MARGINAL.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7099	1977	VOLK	RABB	097	75 BASIC FTP	2.32	36.3	279.0	1.35	25.8
					HWFET	1.48	24.1	189.7	1.98	38.2
					FED SHORT CYC	3.03	0.0	204.5	0.62	41.5
					2SP IDLE 2500	86.8	2.90		136.4	
					2SP IDLE NEUT	272.2	9.49		38.7	
					2SP IDIS 2500	1976.8	1.68		257.1	
					2SP IDIS NEUT	1976.8	7.08		33.7	
					2SP IRPT 2500	325.2	2.47		156.8	
					2SP IRPT NEUT	329.8	7.81		51.8	
					FED 3 MODE 52	164.7	0.52		2903.2	
					FED 3 MODE 25	152.5	1.65		486.8	
					FED 3 MODE IN	222.2	7.76		53.7	
					75 A/M FTP	1.59	10.3	306.7	1.47	27.1
					HWFET	1.09	5.1	207.4	2.66	40.6
					FED SHORT CYC	1.29	12.0	239.5	0.83	33.8
					2SP IDLE 2500	31.9	0.24		121.5	
					2SP IDLE NEUT	86.1	0.25		87.2	
					2SP IDIS 2500	1976.8	0.44		266.6	
					2SP IDIS NEUT	1976.8	0.83		68.0	
					2SP IRPT 2500	100.7	0.29		125.5	
					2SP IRPT NEUT	130.5	0.32		84.7	
					FED 3 MODE 52	122.8	0.23		2234.2	
					FED 3 MODE 25	85.5	0.17		337.2	
					FED 3 MODE IN	87.9	0.23		92.3	
			COMMENT :		ADJ IRPM, ICO, TIMING DIFFICULT TO CHECK. IDLE QUALITY BORDERLINE TO BEING ACCEPTABLE WHEN CO BELOW 1.2%.					
6100	1976	AMC	HORN	258	75 BASIC FTP	3.18	92.2	419.0	1.05	15.5
					HWFET	1.93	76.2	311.3	0.65	20.3
					FED SHORT CYC	2.78	92.2	292.8	0.58	19.9
					2SP IDLE 2500	87.1	2.60		156.4	
					2SP IDLE NEUT	145.5	5.16		64.2	
					2SP IDIS 2500	1951.9	1.84		250.3	
					2SP IDIS NEUT	1976.8	4.38		57.4	
					2SP IRPT 2500	106.6	1.54		168.8	
					2SP IRPT NEUT	160.5	4.29		67.8	
					FED 3 MODE 52	74.1	1.25		434.6	
					FED 3 MODE 25	126.2	2.02		765.1	
					FED 3 MODE ID	146.7	3.70		90.5	
					FED 3 MODE IN	142.4	3.60		69.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6101	1976	AMC	PACE	258	75 BASIC FTP	2.96	45.7	414.6	4.78	17.9
					HWFET	1.65	20.6	340.5	6.03	23.5
					FED SHORT CYC	2.38	30.5	329.0	3.56	23.1
					2SP IDLE 2500	91.3	1.52		510.0	
					2SP IDLE NEUT	123.0	0.84		102.4	
					2SP IDIS 2500	1976.8	1.05		739.8	
					2SP IDIS NEUT	1976.8	0.35		110.7	
					2SP IRPT 2500	191.1	1.56		505.8	
					2SP IRPT NEUT	164.7	0.52		103.2	
					FED 3 MODE 52	84.6	0.41		3016.8	
					FED 3 MODE 25	166.7	0.89		2281.3	
					FED 3 MODE ID	165.5	0.24		274.0	
					FED 3 MODE IN	116.1	0.63		105.1	
					75 EXT. FTP 1	3.24	56.5	475.5	0.91	15.4
					HWFET	1.33	20.4	396.1	1.06	20.5
					FED SHORT CYC	1.99	26.9	425.6	0.85	18.7
					2SP IDLE 2500	96.4	0.85		90.9	
					2SP IDLE NEUT	79.6	0.20		89.5	
					FED 3 MODE 52	22.3	0.19		308.8	
					FED 3 MODE 25	80.4	1.32		131.6	
					FED 3 MODE ID	105.3	0.07		120.7	
					FED 3 MODE IN	71.3	0.11		67.8	

COMMENT : ADJ IRPM, FIRPM, TIMING, ICO, CHOKE. REPL CHOKE THERM. FIX EGR BPT.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6102	1976	BUIC	REGA	231	75 BASIC FTP	3.09	57.4	429.6	2.26	16.8
					HWFET	1.71	40.5	321.1	2.15	22.8
					FED SHORT CYC	2.41	42.8	356.3	1.69	20.6
					2SP IDLE 2500	133.5	2.70		82.5	
					2SP IDLE NEUT	150.7	0.90		61.5	
					2SP IDIS 2500	1066.8	0.82		78.6	
					2SP IDIS NEUT	620.3	0.32		40.2	
					2SP IRPT 2500	129.9	1.63		81.7	
					2SP IRPT NEUT	114.9	0.39		46.1	
					FED 3 MODE 52	31.5	0.38		406.8	
					FED 3 MODE 25	193.6	2.06		746.1	
					FED 3 MODE ID	186.2	0.43		231.4	
					FED 3 MODE IN	79.0	0.41		30.9	
					75 EXT. FTP 1	1.82	44.7	462.2	1.55	16.5
					HWFET	1.58	50.1	319.4	1.32	22.0
					FED SHORT CYC	1.73	47.1	376.5	1.11	19.5
					2SP IDLE 2500	126.4	3.28		67.8	
					2SP IDLE NEUT	14.3	0.00		88.2	
					FED 3 MODE 52	12.1	0.28		158.7	
					FED 3 MODE 25	142.2	1.63		677.6	
					FED 3 MODE ID	7.1	0.00		306.7	
					FED 3 MODE IN	4.9	0.00		67.0	
		COMMENT :			ADJ TIMING, ICO. CLEANED AIR & PCV FILTERS.					
6103	1976	BUIC	CNTY	350	75 BASIC FTP	2.89	100.4	457.5	1.23	14.2
					HWFET	1.69	68.9	345.0	1.53	19.4
					FED SHORT CYC	4.33	152.4	299.6	0.23	16.1
					2SP IDLE 2500	139.9	5.40		100.8	
					2SP IDLE NEUT	342.0	8.61		32.6	
					2SP IDIS 2500	1531.2	2.58		110.4	
					2SP IDIS NEUT	1976.8	6.39		32.0	
					2SP IRPT 2500	182.1	4.02		113.1	
					2SP IRPT NEUT	330.6	8.50		25.6	
					FED 3 MODE 52	130.0	2.97		683.9	
					FED 3 MODE 25	174.7	4.50		108.3	
					FED 3 MODE ID	309.4	8.77		28.5	
					FED 3 MODE IN	375.3	8.79		23.1	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6104	1976	BUIC	LESA	350	75 BASIC FTP	2.23	54.8	658.0	1.63	11.8
					HWFET	1.38	38.7	489.6	2.48	16.0
					FED SHORT CYC	2.51	88.9	473.4	0.53	14.3
					2SP IDLE 2500	80.4	2.75		118.8	
					2SP IDLE NEUT	111.2	1.85		70.2	
					2SP IDIS 2500	1288.7	0.66		131.7	
					2SP IDIS NEUT	1200.5	0.19		55.4	
					2SP IRPT 2500	88.9	2.84		112.8	
					2SP IRPT NEUT	130.3	2.06		61.0	
					FED 3 MODE 52	66.0	1.05		776.1	
					FED 3 MODE 25	117.7	2.68		143.8	
					FED 3 MODE ID	165.3	1.94		104.0	
					FED 3 MODE IN	122.4	2.13		54.6	
6105	1976	BUIC	RIVI	455	75 BASIC FTP	3.89	77.9	643.5	1.17	11.4
					HWFET	2.43	76.7	412.5	1.13	16.4
					FED SHORT CYC	3.40	94.9	480.6	0.42	13.9
					2SP IDLE 2500	98.4	2.95		102.8	
					2SP IDLE NEUT	123.4	1.95		53.0	
					2SP IDIS 2500	1302.8	1.56		109.6	
					2SP IDIS NEUT	999.3	0.45		42.8	
					2SP IRPT 2500	119.7	3.65		91.3	
					2SP IRPT NEUT	113.4	1.81		54.0	
					FED 3 MODE 52	115.3	2.35		470.0	
					FED 3 MODE 25	146.5	2.55		126.6	
					FED 3 MODE ID	139.8	1.54		77.5	
					FED 3 MODE IN	101.9	1.55		54.2	
					75 EXT. FTP 1	2.92	56.0	665.9	1.19	11.6
					HWFET	2.12	56.4	436.3	1.63	16.7
					FED SHORT CYC	2.21	40.1	530.8	0.66	14.8
					2SP IDLE 2500	63.8	1.51		116.2	
					2SP IDLE NEUT	19.0	0.00		55.7	
					FED 3 MODE 52	103.7	1.58		629.1	
					FED 3 MODE 25	123.8	1.07		155.5	
					FED 3 MODE ID	19.7	0.00		77.4	
					FED 3 MODE IN	14.2	0.00		48.8	

COMMENT : ADJ TIMING, FIRPM, PRI VAC BREAK, IRPM, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES, INC.
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LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6106	1976	CADI	FLEE	500	75 BASIC FTP	1.82	25.6	679.7	1.31	12.2
					HWFET	0.89	26.4	532.7	1.60	15.4
					FED SHORT CYC	1.57	42.2	511.7	1.15	15.2
					2SP IDLE 2500	0.2	0.02		75.4	
					2SP IDLE NEUT	4.1	0.00		93.0	
					2SP IDIS 2500	30.5	0.00		238.2	
					2SP IDIS NEUT	0.0	0.00		112.5	
					2SP IRPT 2500	0.0	0.00		95.0	
					2SP IRPT NEUT	0.0	0.00		99.0	
					FED 3 MODE 52	0.0	0.01		211.8	
					FED 3 MODE 25	0.0	0.00		404.6	
					FED 3 MODE ID	1.1	0.00		171.8	
					FED 3 MODE IN	7.9	0.00		75.1	
					75 EXT. FTP 1	1.73	36.3	720.4	1.15	11.3
					HWFET	0.52	24.9	573.3	1.25	14.5
					FED SHORT CYC	1.19	23.1	558.6	1.04	14.8
					2SP IDLE 2500	0.0	0.00		114.6	
					2SP IDLE NEUT	0.0	0.00		90.2	
					FED 3 MODE 52	0.0	0.09		87.0	
					FED 3 MODE 25	0.0	0.00		299.3	
					FED 3 MODE ID	0.0	0.00		304.5	
					FED 3 MODE IN	0.0	0.00		96.5	

COMMENT : ADJ CHOKE, VAC BREAK, TIMING, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6107	1976	CADI	DEVI	500	75 BASIC FTP	4.05	86.6	596.5	2.35	11.9
					HWFET	1.99	48.3	469.4	2.20	16.1
					FED SHORT CYC	4.44	125.6	415.8	0.71	14.1
					2SP IDLE 2500	113.2	2.13		137.5	
					2SP IDLE NEUT	419.7	4.61		29.7	
					2SP IDIS 2500	1108.6	1.45		93.3	
					2SP IDIS NEUT	1387.4	3.59		15.4	
					2SP IRPT 2500	218.7	2.87		87.0	
					2SP IRPT NEUT	459.8	4.48		20.0	
					FED 3 MODE 52	169.2	1.46		641.8	
					FED 3 MODE 25	186.6	2.18		503.7	
					FED 3 MODE ID	357.4	3.99		44.9	
					FED 3 MODE IN	443.1	3.58		27.5	
					75 EXT. FTP 1	3.04	54.6	676.4	2.00	11.5
					HWFET	1.20	24.6	514.1	2.07	15.9
					FED SHORT CYC	3.24	76.9	464.9	1.00	14.9
					2SP IDLE 2500	62.2	2.00		107.5	
					2SP IDLE NEUT	241.4	1.74		38.7	
					FED 3 MODE 52	30.1	0.06		186.3	
					FED 3 MODE 25	108.2	1.58		359.3	
					FED 3 MODE ID	161.9	1.40		101.4	
					FED 3 MODE IN	216.2	1.30		32.9	

COMMENT : ADJ TIMING, ICO, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION		RESULTS -----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6108	1976	CHEV	CHET	085	75 BASIC FTP	3.27	56.8	266.7	1.58	24.2
					HWFET	1.65	32.4	208.4	1.68	33.5
					FED SHORT CYC	1.86	18.6	240.3	1.89	32.2
					2SP IDLE 2500	39.4	0.01		220.8	
					2SP IDLE NEUT	139.0	1.25		91.3	
					2SP IDIS 2500	702.2	0.00		505.8	
					2SP IDIS NEUT	751.1	0.05		80.4	
					2SP IRPT 2500	35.6	0.00		260.3	
					2SP IRPT NEUT	117.7	1.06		82.8	
					FED 3 MODE 52	124.4	1.31		1788.4	
					FED 3 MODE 25	27.7	0.01		1989.0	
					FED 3 MODE IN	143.4	2.40		84.9	
					75 EXT. FTP 1	2.33	32.8	254.5	1.27	28.3
					HWFET	1.34	19.4	204.0	1.53	37.2
					FED SHORT CYC	0.92	11.4	208.8	0.88	38.6
					2SP IDLE 2500	23.2	0.00		197.2	
					2SP IDLE NEUT	57.6	0.00		67.7	
					FED 3 MODE 52	140.0	0.79		1451.5	
					FED 3 MODE 25	41.7	0.00		2080.7	
					FED 3 MODE IN	25.4	0.00		45.9	
			COMMENT :		ADJ TIMING, FIRPM, LBI, IRPM. UNPLUGGED EGR.					
6109	1976	CHEV	STAW	140	75 BASIC FTP	4.85	85.5	297.2	0.72	19.9
					HWFET	1.63	39.8	234.9	0.99	29.3
					FED SHORT CYC	2.52	41.3	266.5	0.71	26.2
					2SP IDLE 2500	113.0	3.20		155.5	
					2SP IDLE NEUT	141.8	1.49		57.2	
					2SP IDIS 2500	1158.5	0.58		121.5	
					2SP IDIS NEUT	868.9	0.41		21.1	
					2SP IRPT 2500	99.9	3.14		102.7	
					2SP IRPT NEUT	136.7	1.45		34.3	
					FED 3 MODE 52	69.7	0.68		741.9	
					FED 3 MODE 25	154.8	2.19		544.8	
					FED 3 MODE IN	141.2	1.88		52.1	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6110	1976	CHEV	STAW	140	75 BASIC FTP	3.90	101.5	317.4	0.86	18.1
					HWFET	2.10	67.7	258.3	0.79	23.9
					FED SHORT CYC	3.39	88.1	265.0	0.47	21.4
					2SP IDLE 2500	163.9	4.70		85.3	
					2SP IDLE NEUT	230.8	6.08		47.7	
					2SP IDIS 2500	1976.8	0.85		79.5	
					2SP IDIS NEUT	1976.8	2.48		22.4	
					2SP IRPT 2500	194.6	5.05		53.1	
					2SP IRPT NEUT	242.9	6.33		21.1	
					FED 3 MODE 52	132.7	3.34		464.7	
					FED 3 MODE 25	210.7	4.85		130.0	
					FED 3 MODE ID	362.5	8.72		18.2	
					FED 3 MODE IN	302.8	7.88		17.8	
					75 EXT. FTP 1	2.85	71.5	361.3	1.19	18.4
					HWFET	1.48	41.0	286.0	1.12	25.0
					FED SHORT CYC	1.99	46.8	298.3	0.76	23.5
					2SP IDLE 2500	85.3	2.04		93.4	
					2SP IDLE NEUT	81.6	1.36		66.4	
					FED 3 MODE 52	66.4	1.50		593.3	
					FED 3 MODE 25	137.2	2.85		183.4	
					FED 3 MODE ID	175.5	2.33		131.1	
					FED 3 MODE IN	131.7	3.62		41.1	
				COMMENT :	ADJ TIMING, ICO, LBI, IRPM.					
6111	1976	CHEV	NOVA	250	75 BASIC FTP	5.13	57.2	363.9	2.53	18.9
					HWFET	0.54	3.6	328.1	3.47	26.5
					FED SHORT CYC	4.14	35.3	288.7	2.31	24.8
					2SP IDLE 2500	111.2	0.33		293.0	
					2SP IDLE NEUT	1533.3	8.98		8.9	
					2SP IDIS 2500	1774.4	0.80		98.1	
					2SP IDIS NEUT	1976.8	7.30		7.3	
					2SP IRPT 2500	105.7	0.04		336.2	
					2SP IRPT NEUT	1657.6	9.11		7.8	
					FED 3 MODE 52	101.5	0.00		962.1	
					FED 3 MODE 25	147.3	0.25		1345.0	
					FED 3 MODE ID	882.7	10.07		10.3	
					FED 3 MODE IN	1458.2	8.77		10.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6112	1976	CHEV	NOVA	250	75 BASIC FTP	2.39	43.6	429.3	2.06	17.6
					HWFET	1.38	32.6	345.1	2.77	22.2
					FED SHORT CYC	1.98	30.8	344.0	1.39	22.3
					2SP IDLE 2500	58.6	1.39		246.3	
					2SP IDLE NEUT	107.0	0.06		42.6	
					2SP IDIS 2500	853.2	0.50		170.4	
					2SP IDIS NEUT	480.0	0.17		37.8	
					2SP IRPT 2500	65.4	1.84		252.6	
					2SP IRPT NEUT	244.4	0.27		29.8	
					FED 3 MODE 52	15.3	0.03		1632.3	
					FED 3 MODE 25	135.3	2.28		998.2	
					FED 3 MODE ID	192.1	1.06		156.3	
					FED 3 MODE IN	253.5	0.40		32.0	
					75 EXT. FTP 1	1.16	19.9	468.8	2.17	17.6
					HWFET	0.18	3.5	382.9	3.55	22.8
					FED SHORT CYC	0.84	10.8	391.4	1.76	21.6
					2SP IDLE 2500	10.5	0.00		225.0	
					2SP IDLE NEUT	62.6	0.00		60.3	
					FED 3 MODE 52	9.2	0.00		786.1	
					FED 3 MODE 25	11.1	0.03		1270.7	
					FED 3 MODE ID	211.2	1.28		102.7	
					FED 3 MODE IN	406.9	0.83		34.8	

COMMENT : ADJ SEC VAC BREAK. REMOVE CARBON IN DIST CAP.
REPL AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS		-----	FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6113	1976	CHEV	CAMA	305	75 BASIC FTP	8.32	110.7	410.6	1.64	14.5
					HWFET	4.48	90.4	308.0	1.14	19.1
					FED SHORT CYC	11.22	136.5	274.7	0.30	16.9
					2SP IDLE 2500	420.2	6.00		75.7	
					2SP IDLE NEUT	1355.1	9.07		11.2	
					2SP IDIS 2500	1891.9	2.13		113.3	
					2SP IDIS NEUT	1976.8	7.79		9.0	
					2SP IRPT 2500	466.9	4.52		84.5	
					2SP IRPT NEUT	1252.6	8.59		11.3	
					FED 3 MODE 52	352.3	2.55		873.6	
					FED 3 MODE 25	407.9	3.41		333.0	
					FED 3 MODE ID	821.7	9.97		12.9	
					FED 3 MODE IN	1098.7	8.11		19.2	
					75 EXT. FTP 1	4.40	47.4	475.4	1.80	15.7
					HWFET	2.99	72.2	309.9	1.24	20.5
					FED SHORT CYC	4.20	91.5	318.5	0.41	18.7
					2SP IDLE 2500	273.8	5.23		86.5	
					2SP IDLE NEUT	374.8	3.50		53.6	
					FED 3 MODE 52	275.8	5.13		463.7	
					FED 3 MODE 25	293.6	2.79		373.0	
					FED 3 MODE ID	412.5	3.68		50.9	
					FED 3 MODE IN	381.9	2.26		56.8	

COMMENT : ADJ ICO, TIMING, CHOKE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6114	1976	CHEV	MALI	350	75 BASIC FTP	2.62	47.4	547.5	1.19	14.1
					HWFET	1.18	33.5	422.7	1.62	18.5
					FED SHORT CYC	2.23	40.6	453.7	0.85	16.9
					2SP IDLE 2500	17.4	0.35		42.7	
					2SP IDLE NEUT	81.6	0.40		63.1	
					2SP IDIS 2500	35.4	0.00		172.0	
					2SP IDIS NEUT	121.8	0.07		59.9	
					2SP IRPT 2500	3.2	0.27		41.4	
					2SP IRPT NEUT	52.3	0.52		57.4	
					FED 3 MODE 52	41.0	0.94		503.7	
					FED 3 MODE 25	131.3	1.83		263.4	
					FED 3 MODE ID	193.4	1.25		232.9	
					FED 3 MODE IN	90.9	0.36		61.5	
					75 EXT. FTP 1	3.03	62.5	544.9	1.17	13.6
					HWFET	1.56	40.6	413.5	1.72	18.4
					FED SHORT CYC	2.46	47.0	468.9	0.94	16.1
					2SP IDLE 2500	12.1	0.05		62.5	
					2SP IDLE NEUT	125.2	1.15		62.0	
					FED 3 MODE 52	13.0	0.30		154.7	
					FED 3 MODE 25	37.4	0.54		130.3	
					FED 3 MODE ID	195.1	0.88		202.5	
					FED 3 MODE IN	107.6	0.69		52.7	

COMMENT : ADJ CHOKE, VAC BREAK, IRPM, FIRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6115	1976	CHEV	MALI	305	75 BASIC FTP	3.92	67.2	489.3	2.13	14.6
					HWFET	1.68	37.4	382.8	2.92	19.9
					FED SHORT CYC	3.64	54.2	368.1	1.56	19.1
					2SP IDLE 2500	115.7	1.61		155.5	
					2SP IDLE NEUT	447.1	3.47		41.1	
					2SP IDIS 2500	455.6	0.38		132.4	
					2SP IDIS NEUT	1312.8	2.04		18.1	
					2SP IRPT 2500	87.3	1.41		120.2	
					2SP IRPT NEUT	416.1	3.11		32.7	
					FED 3 MODE 52	80.4	0.79		941.3	
					FED 3 MODE 25	124.8	1.27		497.4	
					FED 3 MODE ID	354.3	3.91		65.1	
					FED 3 MODE IN	425.3	3.11		32.7	
					75 EXT. FTP 1	1.52	29.2	531.2	1.68	15.2
					HWFET	0.54	20.1	401.9	2.00	20.4
					FED SHORT CYC	0.29	10.0	424.4	0.86	20.1
					2SP IDLE 2500	12.1	0.00		197.4	
					2SP IDLE NEUT	14.9	0.00		78.8	
					FED 3 MODE 52	17.6	0.33		289.8	
					FED 3 MODE 25	7.7	0.00		632.3	
					FED 3 MODE ID	10.9	0.00		344.6	
					FED 3 MODE IN	17.8	0.00		80.1	

COMMENT : ADJ TIMING, CHOKE, ICO (SCREWS BENT/RIGHT SIDE).
REPL AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6116	1976	CHEV	MONT	350	75 BASIC FTP	3.98	89.3	540.3	1.41	12.8
					HWFET	2.05	50.5	411.2	2.35	17.9
					FED SHORT CYC	2.72	56.6	471.8	1.18	15.6
					2SP IDLE 2500	88.1	2.36		115.7	
					2SP IDLE NEUT	74.1	0.46		28.1	
					2SP IDIS 2500	815.8	1.24		109.9	
					2SP IDIS NEUT	205.1	0.08		51.4	
					2SP IRPT 2500	74.5	2.26		114.6	
					2SP IRPT NEUT	66.6	0.54		26.0	
					FED 3 MODE 52	69.1	0.94		857.8	
					FED 3 MODE 25	160.1	2.69		162.7	
					FED 3 MODE ID	238.3	1.44		129.0	
					FED 3 MODE IN	62.4	0.23		24.1	
					75 EXT. FTP 1	4.26	92.2	551.2	1.51	12.5
					HWFET	1.79	45.2	423.7	2.44	17.7
					FED SHORT CYC	2.79	55.5	467.1	1.11	15.8
					2SP IDLE 2500	97.0	2.48		124.5	
					2SP IDLE NEUT	118.1	0.88		50.6	
					FED 3 MODE 52	89.1	1.13		916.8	
					FED 3 MODE 25	166.4	3.15		157.4	
					FED 3 MODE ID	267.2	2.05		122.3	
					FED 3 MODE IN	143.6	0.90		47.7	
			COMMENT :		ADJ IRPM, FIRPM.					
6117	1976	CHEV	MALI	350	75 BASIC FTP	3.35	69.0	495.2	1.26	14.4
					HWFET	1.33	32.0	374.8	1.75	20.7
					FED SHORT CYC	3.22	60.5	380.0	0.76	18.3
					2SP IDLE 2500	121.7	3.22		88.1	
					2SP IDLE NEUT	246.9	1.91		45.7	
					2SP IDIS 2500	1286.7	0.93		89.2	
					2SP IDIS NEUT	1318.9	1.21		35.7	
					2SP IRPT 2500	134.0	3.02		88.1	
					2SP IRPT NEUT	262.6	2.32		33.1	
					FED 3 MODE 52	36.2	0.06		448.9	
					FED 3 MODE 25	198.6	3.52		114.4	
					FED 3 MODE ID	320.1	2.85		80.4	
					FED 3 MODE IN	259.1	1.88		44.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6118	1976	CHEV	VETT	350	75 BASIC FTP	8.10	102.3	562.4	1.59	11.9
					HWFET	3.37	93.5	442.9	2.33	14.8
					FED SHORT CYC	6.98	179.8	389.8	0.46	12.8
					2SP IDLE 2500	142.6	4.11		44.0	
					2SP IDLE NEUT	333.9	2.00		18.7	
					2SP IDIS 2500	1419.7	3.09		51.9	
					2SP IDIS NEUT	1421.8	1.03		18.3	
					2SP IRPT 2500	158.2	3.41		50.4	
					2SP IRPT NEUT	321.6	1.90		18.6	
					FED 3 MODE 52	112.4	2.41		502.7	
					FED 3 MODE 25	155.4	3.03		81.3	
					FED 3 MODE ID	710.0	0.71		25.9	
					FED 3 MODE IN	360.4	1.68		19.5	
6119	1976	CHEV	STAW	350	75 BASIC FTP	5.86	133.4	524.7	1.75	11.8
					HWFET	2.72	58.2	424.8	2.56	16.9
					FED SHORT CYC	4.41	83.3	425.2	1.09	15.6
					2SP IDLE 2500	143.2	3.24		109.9	
					2SP IDLE NEUT	384.5	5.74		39.2	
					2SP IDIS 2500	1335.0	1.36		93.2	
					2SP IDIS NEUT	1774.4	4.34		12.3	
					2SP IRPT 2500	162.1	3.32		60.3	
					2SP IRPT NEUT	367.1	5.11		14.1	
					FED 3 MODE 52	157.8	1.89		976.9	
					FED 3 MODE 25	266.2	4.39		103.2	
					FED 3 MODE ID	430.9	6.72		16.8	
					FED 3 MODE IN	423.7	5.39		15.5	
6120	1976	CHEV	MONT	400	75 BASIC FTP	0.60	14.1	647.5	2.02	13.2
					HWFET	0.14	4.6	499.3	3.19	17.5
					FED SHORT CYC	0.27	6.9	526.2	1.18	16.5
					2SP IDLE 2500	28.1	0.00		162.4	
					2SP IDLE NEUT	53.1	0.00		67.0	
					2SP IDIS 2500	115.1	0.00		196.1	
					2SP IDIS NEUT	32.4	0.00		81.4	
					2SP IRPT 2500	8.3	0.00		172.8	
					2SP IRPT NEUT	26.7	0.00		73.6	
					FED 3 MODE 52	11.9	0.00		856.7	
					FED 3 MODE 25	13.2	0.00		346.7	
					FED 3 MODE ID	14.3	0.00		224.2	
					FED 3 MODE IN	28.9	0.00		70.2	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6121	1976	CHEV	MONT	400	75 BASIC FTP	3.73	60.3	537.1	1.84	13.8
					HWFET	1.62	28.2	421.4	2.68	18.8
					FED SHORT CYC	7.36	126.5	333.9	0.34	16.0
					2SP IDLE 2500	23.4	0.18		47.1	
					2SP IDLE NEUT	569.8	7.36		15.1	
					2SP IDIS 2500	284.7	0.09		141.2	
					2SP IDIS NEUT	1922.9	6.16		17.6	
					2SP IRPT 2500	81.0	0.40		115.4	
					2SP IRPT NEUT	628.1	7.52		13.6	
					FED 3 MODE 52	31.9	0.09		683.9	
					FED 3 MODE 25	120.5	1.52		224.5	
					FED 3 MODE ID	579.5	8.43		12.2	
					FED 3 MODE IN	745.2	7.93		11.8	
					75 EXT. FTP 1	0.98	22.9	578.5	1.74	14.4
					HWFET	0.16	5.2	453.4	2.55	19.2
					FED SHORT CYC	0.23	1.2	474.5	1.35	18.6
					2SP IDLE 2500	5.2	0.00		169.3	
					2SP IDLE NEUT	23.8	0.00		19.1	
					FED 3 MODE 52	6.7	0.00		963.5	
					FED 3 MODE 25	1.3	0.01		350.9	
					FED 3 MODE ID	1.1	0.01		39.3	
					FED 3 MODE IN	12.2	0.01		20.5	

COMMENT : ADJ IRPM, ICO, CHOKE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6122	1976	CHRY	CORD	400	75 BASIC FTP	4.74	90.8	665.0	2.62	10.8
					HWFET	2.99	38.0	444.1	5.30	17.3
					FED SHORT CYC	5.34	158.0	467.2	0.75	12.1
					2SP IDLE 2500	38.0	1.78		187.1	
					2SP IDLE NEUT	106.6	5.32		62.4	
					2SP IDIS 2500	1612.7	1.63		145.2	
					2SP IDIS NEUT	1790.9	4.61		51.9	
					2SP IRPT 2500	119.7	2.23		146.0	
					2SP IRPT NEUT	140.6	5.09		63.4	
					FED 3 MODE 52	68.4	0.57		869.4	
					FED 3 MODE 25	226.2	2.74		299.3	
					FED 3 MODE ID	206.6	6.20		63.0	
					FED 3 MODE IN	125.2	5.79		59.8	
					75 EXT. FTP 1	2.94	35.3	690.6	2.61	11.7
					HWFET	1.60	22.1	487.1	3.11	16.8
					FED SHORT CYC	3.58	91.5	518.8	0.94	13.2
					2SP IDLE 2500	11.1	0.63		181.3	
					2SP IDLE NEUT	18.8	0.19		69.4	
					FED 3 MODE 52	21.5	0.15		760.8	
					FED 3 MODE 25	81.6	0.48		468.9	
					FED 3 MODE ID	83.4	0.73		117.3	
					FED 3 MODE IN	20.7	0.25		70.5	
			COMMENT :		ADJ ICO.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6123	1976	DODG	STAW	225	75 BASIC FTP	2.97	47.5	414.7	2.17	17.8
					HWFET	1.34	29.3	342.0	1.89	22.6
					FED SHORT CYC	2.47	33.8	312.4	1.43	23.8
					2SP IDLE 2500	74.9	0.60		192.9	
					2SP IDLE NEUT	425.8	0.31		57.1	
					2SP IDIS 2500	702.2	0.11		209.1	
					2SP IDIS NEUT	798.1	0.11		71.6	
					2SP IRPT 2500	63.0	0.37		245.2	
					2SP IRPT NEUT	399.8	0.48		61.9	
					FED 3 MODE 52	75.1	0.92		912.6	
					FED 3 MODE 25	128.4	1.28		966.0	
					FED 3 MODE ID	258.1	2.25		267.7	
					FED 3 MODE IN	425.3	0.80		66.7	
					75 EXT. FTP 1	1.98	34.0	417.1	2.21	18.6
					HWFET	1.16	28.3	334.4	2.02	23.2
					FED SHORT CYC	1.71	28.2	300.4	1.48	25.3
					2SP IDLE 2500	28.5	0.12		199.8	
					2SP IDLE NEUT	223.7	0.01		103.8	
					FED 3 MODE 52	35.4	0.33		653.3	
					FED 3 MODE 25	51.3	0.34		834.6	
					FED 3 MODE ID	89.5	0.04		444.7	
					FED 3 MODE IN	165.7	0.02		100.6	
				COMMENT :	ADJ IRPM, ICO.					
6124	1976	DODG	STAW	318	75 BASIC FTP	2.33	40.6	592.3	2.71	13.4
					HWFET	1.03	16.4	436.7	3.52	19.1
					FED SHORT CYC	1.42	24.2	496.0	2.15	16.5
					2SP IDLE 2500	106.8	0.38		331.9	
					2SP IDLE NEUT	57.6	0.88		48.1	
					2SP IDIS 2500	1035.0	0.49		486.8	
					2SP IDIS NEUT	1017.2	1.13		46.4	
					2SP IRPT 2500	121.4	0.38		359.3	
					2SP IRPT NEUT	88.7	0.78		49.4	
					FED 3 MODE 52	114.9	0.91		1439.1	
					FED 3 MODE 25	158.0	1.26		548.0	
					FED 3 MODE ID	130.5	1.52		67.6	
					FED 3 MODE IN	77.6	0.81		44.1	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6125	1976	DODG	ASPE	318	75 BASIC FTP	1.96	8.1	566.6	3.55	15.2
					HWFET	0.79	4.3	463.5	4.10	18.8
					FED SHORT CYC	2.88	26.3	420.9	2.08	18.8
					2SP IDLE 2500	463.4	0.09		135.3	
					2SP IDLE NEUT	218.7	0.02		68.7	
					2SP IDIS 2500	624.2	0.04		165.6	
					2SP IDIS NEUT	387.0	0.02		104.6	
					2SP IRPT 2500	280.9	0.06		151.0	
					2SP IRPT NEUT	186.6	0.03		68.6	
					FED 3 MODE 52	75.7	0.03		782.7	
					FED 3 MODE 25	112.2	0.02		638.6	
					FED 3 MODE ID	86.9	0.03		183.4	
					FED 3 MODE IN	212.7	0.03		65.6	
					75 EXT. FTP 1	1.92	10.2	592.7	3.14	14.4
					HWFET	0.83	6.0	485.1	4.05	17.9
					FED SHORT CYC	3.07	31.0	444.7	1.69	17.6
					2SP IDLE 2500	377.3	0.28		114.9	
					2SP IDLE NEUT	202.1	0.03		91.6	
					FED 3 MODE 52	63.6	0.03		846.2	
					FED 3 MODE 25	110.6	0.08		482.6	
					FED 3 MODE ID	62.6	0.04		267.7	
					FED 3 MODE IN	183.1	0.05		92.1	

COMMENT : ADJ ICO, IRPM, TIMING, FIRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6126	1976	DODG	STAW	225	75 BASIC FTP	4.62	82.9	405.1	3.33	16.1
					HWFET	2.86	58.9	327.5	2.93	20.7
					FED SHORT CYC	5.19	86.8	299.9	1.72	19.6
					2SP IDLE 2500	189.1	2.31		2541.6	
					2SP IDLE NEUT	366.1	3.90		213.9	
					2SP IDIS 2500	1584.1	0.69		2851.5	
					2SP IDIS NEUT	1976.8	1.18		195.6	
					2SP IRPT 2500	300.2	2.34		2458.9	
					2SP IRPT NEUT	414.6	3.94		214.2	
					FED 3 MODE 52	209.2	2.43		3202.8	
					FED 3 MODE 25	249.0	2.96		4081.0	
					FED 3 MODE ID	373.7	5.20		357.2	
					FED 3 MODE IN	418.1	5.29		192.4	
					75 EXT. FTP 1	3.40	56.1	444.3	3.15	16.3
					HWFET	2.54	54.7	334.3	2.49	20.7
					FED SHORT CYC	3.22	70.2	316.3	1.61	20.3
					2SP IDLE 2500	140.9	1.95		2107.9	
					2SP IDLE NEUT	83.6	0.02		281.4	
					FED 3 MODE 52	161.2	2.26		2872.2	
					FED 3 MODE 25	191.1	2.24		4731.9	
					FED 3 MODE ID	78.2	0.03		1129.5	
					FED 3 MODE IN	56.8	0.02		334.0	
			COMMENT :		ADJ TIMING, ICO, IRPM, FIRPM.					
6127	1976	FORD	STAW	140	75 BASIC FTP	1.51	11.8	440.1	1.45	19.2
					HWFET	0.22	1.5	311.4	2.53	28.2
					FED SHORT CYC	0.70	5.9	346.7	1.40	24.8
					2SP IDLE 2500	10.9	0.01		100.8	
					2SP IDLE NEUT	14.7	0.00		26.2	
					2SP IDIS 2500	311.9	0.03		222.7	
					2SP IDIS NEUT	56.4	0.00		23.2	
					2SP IRPT 2500	12.8	0.01		80.7	
					2SP IRPT NEUT	16.8	0.00		26.2	
					FED 3 MODE 52	41.6	0.03		1231.1	
					FED 3 MODE 25	25.8	0.01		489.0	
					FED 3 MODE IN	14.2	0.01		28.2	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6128	1976	FORD	STAW	140	75 BASIC FTP	2.21	19.0	352.5	1.59	22.8
					HWFET	0.31	3.9	279.4	2.67	31.0
					FED SHORT CYC	1.72	20.1	253.7	1.14	30.5
					2SP IDLE 2500	219.7	0.00		39.0	
					2SP IDLE NEUT	199.6	0.00		35.7	
					2SP IDIS 2500	1351.1	0.21		160.8	
					2SP IDIS NEUT	1005.3	0.02		34.1	
					2SP IRPT 2500	75.3	0.05		92.8	
					2SP IRPT NEUT	195.1	0.00		38.6	
					FED 3 MODE 52	42.5	0.07		1818.1	
					FED 3 MODE 25	55.3	0.33		799.8	
					FED 3 MODE IN	117.3	0.02		41.8	
					75 EXT. FTP 1	2.06	17.0	357.2	1.66	22.7
					HWFET	0.33	2.5	265.2	3.26	32.8
					FED SHORT CYC	1.36	10.8	267.6	1.71	30.7
					2SP IDLE 2500	16.5	0.05		84.9	
					2SP IDLE NEUT	148.8	0.01		41.6	
					FED 3 MODE 52	39.6	0.06		1397.0	
					FED 3 MODE 25	38.0	0.17		702.9	
					FED 3 MODE IN	87.5	0.02		42.1	
				COMMENT :	ADJ TIMING. REPAIRED NIPPLE ON AIR FILTER DIAPH.					
6129	1976	FORD	MUST	171	75 BASIC FTP	1.45	17.9	492.3	1.23	16.9
					HWFET	0.44	7.4	375.5	0.97	22.8
					FED SHORT CYC	1.42	18.5	369.0	0.95	22.0
					2SP IDLE 2500	253.0	5.79		231.4	
					2SP IDLE NEUT	386.5	6.71		63.7	
					2SP IDIS 2500	373.7	0.13		226.6	
					2SP IDIS NEUT	99.3	0.00		46.6	
					2SP IRPT 2500	55.8	0.08		148.6	
					2SP IRPT NEUT	51.1	0.00		47.9	
					FED 3 MODE 52	60.4	0.21		274.0	
					FED 3 MODE 25	24.0	0.04		426.8	
					FED 3 MODE ID	19.4	0.00		61.2	
					FED 3 MODE IN	21.5	0.00		46.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6130	1976	FORD	GRAN	250	75 BASIC FTP	0.98	10.2	511.6	0.72	16.7
					HWFET	0.24	2.3	395.5	0.64	22.2
					FED SHORT CYC	1.96	35.8	372.7	0.21	20.4
					2SP IDLE 2500	70.3	0.01		37.2	
					2SP IDLE NEUT	63.6	0.00		33.5	
					2SP IDIS 2500	291.0	0.00		90.9	
					2SP IDIS NEUT	114.1	0.00		43.2	
					2SP IRPT 2500	50.7	0.00		43.8	
					2SP IRPT NEUT	48.1	0.00		36.5	
					FED 3 MODE 52	43.5	0.01		286.6	
					FED 3 MODE 25	36.4	0.00		103.5	
					FED 3 MODE ID	23.8	0.00		205.4	
					FED 3 MODE IN	393.1	3.20		68.9	
6131	1976	FORD	GRAN	302	75 BASIC FTP	1.96	17.3	516.8	1.59	16.1
					HWFET	0.91	6.5	427.5	1.67	20.1
					FED SHORT CYC	2.30	32.4	394.6	1.22	19.6
					2SP IDLE 2500	35.6	0.01		196.3	
					2SP IDLE NEUT	83.6	0.00		74.8	
					2SP IDIS 2500	825.6	0.03		172.1	
					2SP IDIS NEUT	471.4	0.00		80.0	
					2SP IRPT 2500	25.2	0.02		189.0	
					2SP IRPT NEUT	66.6	0.00		74.5	
					FED 3 MODE 52	89.1	0.17		650.9	
					FED 3 MODE 25	100.9	0.01		752.0	
					FED 3 MODE ID	76.9	0.00		109.0	
					FED 3 MODE IN	352.3	1.61		56.9	
6132	1976	FORD	GRAN	302	75 BASIC FTP	1.25	11.9	563.6	2.81	15.1
					HWFET	0.43	3.8	469.8	2.98	18.6
					FED SHORT CYC	0.98	6.6	464.0	1.64	18.6
					2SP IDLE 2500	151.5	0.01		305.6	
					2SP IDLE NEUT	187.6	0.00		110.7	
					2SP IDIS 2500	259.6	0.03		321.4	
					2SP IDIS NEUT	149.9	0.00		129.2	
					2SP IRPT 2500	126.2	0.01		302.4	
					2SP IRPT NEUT	160.3	0.00		137.2	
					FED 3 MODE 52	43.3	0.07		1027.9	
					FED 3 MODE 25	56.4	0.00		953.7	
					FED 3 MODE ID	50.3	0.00		215.0	
					FED 3 MODE IN	168.2	0.00		90.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6133	1976	FORD	GRAN	351	75 BASIC FTP	1.01	19.5	657.9	0.91	12.8
					HWFET	0.29	5.6	530.4	0.86	16.4
					FED SHORT CYC	3.01	83.9	431.9	0.45	15.5
					2SP IDLE 2500	18.6	0.00		71.7	
					2SP IDLE NEUT	17.0	0.00		42.5	
					2SP IDIS 2500	162.2	0.00		108.0	
					2SP IDIS NEUT	51.7	0.00		40.6	
					2SP IRPT 2500	15.7	0.00		65.6	
					2SP IRPT NEUT	13.2	0.00		41.8	
					FED 3 MODE 52	45.1	0.01		248.3	
					FED 3 MODE 25	18.6	0.03		113.0	
					FED 3 MODE ID	25.8	0.64		31.5	
					FED 3 MODE IN	406.4	8.05		27.2	
6134	1976	FORD	TORI	351	75 BASIC FTP	5.46	74.1	561.9	0.91	12.8
					HWFET	2.39	12.6	429.9	1.28	19.4
					FED SHORT CYC	6.01	26.7	430.4	0.68	18.1
					2SP IDLE 2500	914.3	0.08		75.4	
					2SP IDLE NEUT	1401.5	0.18		54.3	
					2SP IDIS 2500	1533.3	0.08		85.4	
					2SP IDIS NEUT	1598.4	0.28		58.6	
					2SP IRPT 2500	888.6	0.08		92.0	
					2SP IRPT NEUT	1320.9	0.22		60.3	
					FED 3 MODE 52	91.5	0.05		322.5	
					FED 3 MODE 25	305.3	0.03		104.5	
					FED 3 MODE ID	997.3	1.89		76.9	
					FED 3 MODE IN	1373.3	0.22		60.8	
					75 EXT. FTP 1	6.56	62.1	534.1	1.18	13.6
					HWFET	2.21	10.2	419.5	1.26	20.1
					FED SHORT CYC	5.16	10.9	463.0	1.18	17.9
					2SP IDLE 2500	1007.2	0.09		76.8	
					2SP IDLE NEUT	1090.7	0.14		46.0	
					FED 3 MODE 52	102.7	0.05		303.5	
					FED 3 MODE 25	196.6	0.05		104.6	
					FED 3 MODE ID	780.5	0.82		101.1	
					FED 3 MODE IN	1176.5	0.16		53.4	

COMMENT : ADJ FIRPM, CHOKE, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6135	1976	FORD	GRAN	351	75 BASIC FTP	1.57	23.8	701.5	1.03	11.9
					HWFET	0.51	22.1	555.9	0.79	15.0
					FED SHORT CYC	2.47	56.4	543.4	0.32	13.9
					2SP IDLE 2500	26.2	0.02		85.8	
					2SP IDLE NEUT	22.3	0.01		93.7	
					2SP IDIS 2500	42.1	0.07		83.9	
					2SP IDIS NEUT	16.8	0.03		95.7	
					2SP IRPT 2500	17.2	0.02		84.9	
					2SP IRPT NEUT	13.8	0.01		73.8	
					FED 3 MODE 52	33.6	0.08		331.9	
					FED 3 MODE 25	22.8	0.21		165.1	
					FED 3 MODE ID	23.2	0.19		94.5	
					FED 3 MODE IN	179.6	3.88		47.5	
6136	1976	FORD	LTD	400	75 BASIC FTP	1.24	33.7	689.4	0.68	11.9
					HWFET	0.36	26.9	498.5	0.70	16.4
					FED SHORT CYC	1.74	46.8	588.4	0.53	13.3
					2SP IDLE 2500	48.9	0.00		87.9	
					2SP IDLE NEUT	690.5	6.11		43.1	
					2SP IDIS 2500	260.6	0.02		79.9	
					2SP IDIS NEUT	953.8	3.67		43.2	
					2SP IRPT 2500	246.9	0.03		82.8	
					2SP IRPT NEUT	76.5	0.04		46.6	
					FED 3 MODE 52	110.4	0.25		192.7	
					FED 3 MODE 25	79.6	0.07		177.0	
					FED 3 MODE ID	354.3	4.98		44.5	
					FED 3 MODE IN	865.0	4.71		39.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
						----- EMISSION		RESULTS -----		
6137	1976	FORD	STAW	400	75 BASIC FTP	2.35	48.0	720.8	0.78	11.0
					HWFET	0.94	30.9	502.0	1.17	16.0
					FED SHORT CYC	2.24	14.9	556.4	1.20	15.1
					2SP IDLE 2500	34.6	0.01		114.9	
					2SP IDLE NEUT	76.1	0.00		39.5	
					2SP IDIS 2500	413.2	0.04		105.4	
					2SP IDIS NEUT	100.7	0.02		34.9	
					2SP IRPT 2500	38.2	0.01		117.8	
					2SP IRPT NEUT	63.9	0.00		39.5	
					FED 3 MODE 52	35.2	0.04		417.3	
					FED 3 MODE 25	45.3	0.00		291.9	
					FED 3 MODE ID	37.0	0.00		48.1	
					FED 3 MODE IN	45.5	0.04		41.3	
					75 EXT. FTP 1	2.69	35.6	661.2	1.33	12.2
					HWFET	0.88	16.9	477.7	1.90	17.5
					FED SHORT CYC	2.10	6.6	524.5	1.84	16.4
					2SP IDLE 2500	63.0	0.01		148.9	
					2SP IDLE NEUT	513.6	0.00		36.7	
					FED 3 MODE 52	46.1	0.02		695.5	
					FED 3 MODE 25	59.4	0.00		400.4	
					FED 3 MODE ID	303.8	0.00		117.8	
					FED 3 MODE IN	591.2	0.00		54.3	
				COMMENT :	ADJ CHOKE, TIMING, ICO, IRPM. REPL AIR FILTER TEMP SENSOR.					
6138	1976	LINC	CONT	460	75 BASIC FTP	3.62	143.0	801.9	0.41	8.5
					HWFET	0.33	37.0	597.6	0.49	13.5
					FED SHORT CYC	1.89	58.7	673.2	0.44	11.3
					2SP IDLE 2500	22.8	0.00		68.4	
					2SP IDLE NEUT	304.3	10.11		15.8	
					2SP IDIS 2500	13.6	0.00		65.4	
					2SP IDIS NEUT	550.4	10.11		10.4	
					2SP IRPT 2500	17.8	0.00		66.0	
					2SP IRPT NEUT	326.7	10.11		10.4	
					FED 3 MODE 52	7.5	0.10		124.1	
					FED 3 MODE 25	0.6	0.13		58.7	
					FED 3 MODE ID	224.2	10.11		14.5	
					FED 3 MODE IN	329.8	10.11		16.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6139	1976	MERC	COME	302	75 BASIC FTP	1.94	14.2	528.6	1.71	15.9
					HWFET	0.93	5.5	410.1	1.57	21.0
					FED SHORT CYC	2.62	10.2	423.7	2.11	19.8
					2SP IDLE 2500	130.0	0.03		146.2	
					2SP IDLE NEUT	224.2	0.00		142.2	
					2SP IDIS 2500	870.9	0.05		153.7	
					2SP IDIS NEUT	647.6	0.00		99.5	
					2SP IRPT 2500	134.5	0.04		145.2	
					2SP IRPT NEUT	192.1	0.00		136.7	
					FED 3 MODE 52	64.4	0.14		580.6	
					FED 3 MODE 25	89.3	0.02		614.4	
					FED 3 MODE ID	108.0	0.00		139.3	
					FED 3 MODE IN	556.2	2.55		57.7	
					75 EXT. FTP 1	2.22	10.9	514.3	2.84	16.5
					HWFET	0.86	3.0	385.7	2.18	22.6
					FED SHORT CYC	3.08	2.8	424.0	2.75	20.3
					2SP IDLE 2500	193.1	0.02		179.9	
					2SP IDLE NEUT	546.5	0.00		152.6	
					FED 3 MODE 52	61.6	0.05		773.5	
					FED 3 MODE 25	72.9	0.01		787.2	
					FED 3 MODE ID	150.5	0.00		317.2	
					FED 3 MODE IN	502.0	0.01		137.5	
			COMMENT :		ADJ TIMING, CHOKE, VAC BREAK. CLEANED AIR & PCV FILTERS.					
6140	1976	MERC	COUG	351	75 BASIC FTP	1.88	44.6	587.2	2.01	13.4
					HWFET	0.93	22.3	437.4	2.23	18.7
					FED SHORT CYC	1.36	47.9	869.6	0.90	9.4
					2SP IDLE 2500	32.4	0.28		147.0	
					2SP IDLE NEUT	55.5	0.91		45.0	
					2SP IDIS 2500	1148.5	0.27		187.6	
					2SP IDIS NEUT	1208.5	0.31		43.1	
					2SP IRPT 2500	81.0	0.25		152.3	
					2SP IRPT NEUT	42.7	0.28		48.0	
					FED 3 MODE 52	65.2	0.46		966.3	
					FED 3 MODE 25	73.5	1.15		617.5	
					FED 3 MODE ID	108.0	1.97		72.2	
					FED 3 MODE IN	219.2	3.75		51.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS $; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6141	1976	MERC	COUG	400	75 BASIC FTP	1.40	35.4	691.9	0.63	11.8
					HWFET	0.49	6.4	497.1	0.99	17.4
					FED SHORT CYC	2.00	35.8	525.3	0.58	15.1
					2SP IDLE 2500	230.3	0.03		127.4	
					2SP IDLE NEUT	943.9	6.02		42.1	
					2SP IDIS 2500	230.3	0.16		104.0	
					2SP IDIS NEUT	63.8	0.00		89.1	
					2SP IRPT 2500	169.7	0.03		126.3	
					2SP IRPT NEUT	72.5	0.00		108.8	
					FED 3 MODE 52	41.7	0.07		367.8	
					FED 3 MODE 25	23.2	0.34		110.1	
					FED 3 MODE ID	281.9	7.76		46.9	
					FED 3 MODE IN	823.7	6.44		38.6	
6142	1976	OLDS	CUTL	260	75 BASIC FTP	3.40	64.3	513.5	2.05	14.2
					HWFET	2.08	44.0	403.8	3.07	18.5
					FED SHORT CYC	2.07	48.9	396.3	1.18	18.5
					2SP IDLE 2500	139.4	1.43		301.4	
					2SP IDLE NEUT	20.3	0.01		75.6	
					2SP IDIS 2500	804.0	0.57		313.0	
					2SP IDIS NEUT	39.0	0.02		130.6	
					2SP IRPT 2500	126.2	1.24		336.2	
					2SP IRPT NEUT	21.5	0.02		88.3	
					FED 3 MODE 52	25.6	0.01		1414.4	
					FED 3 MODE 25	35.6	0.20		419.4	
					FED 3 MODE ID	11.3	0.00		344.6	
					FED 3 MODE IN	12.1	0.00		78.4	
6143	1976	OLDS	SPRM	350	75 BASIC FTP	3.36	47.9	520.0	2.65	14.6
					HWFET	2.07	38.9	382.3	3.46	19.7
					FED SHORT CYC	2.82	28.6	390.2	1.78	20.0
					2SP IDLE 2500	103.1	1.43		235.7	
					2SP IDLE NEUT	385.0	2.51		42.7	
					2SP IDIS 2500	922.2	0.95		209.2	
					2SP IDIS NEUT	1484.5	3.14		27.5	
					2SP IRPT 2500	117.1	1.72		202.1	
					2SP IRPT NEUT	482.0	4.22		39.3	
					FED 3 MODE 52	189.6	1.77		1335.9	
					FED 3 MODE 25	219.7	0.90		1012.6	
					FED 3 MODE ID	364.0	3.91		62.7	
					FED 3 MODE IN	450.7	2.88		41.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
6144	1976	OLDS	SPRM	350	75 BASIC FTP	3.51	58.6	478.5	0.92	15.3
					HWFET	1.91	42.8	370.2	1.38	20.0
					FED SHORT CYC	3.20	51.3	375.6	0.64	19.0
					2SP IDLE 2500	60.0	0.12		45.1	
					2SP IDLE NEUT	460.3	4.75		20.6	
					2SP IDIS 2500	149.8	0.05		40.1	
					2SP IDIS NEUT	1706.7	3.97		15.3	
					2SP IRPT 2500	56.4	0.43		39.1	
					2SP IRPT NEUT	513.6	5.72		13.7	
					FED 3 MODE 52	123.2	1.29		596.4	
					FED 3 MODE 25	20.7	0.05		39.3	
					FED 3 MODE ID	349.2	6.59		15.9	
					FED 3 MODE IN	519.4	5.56		11.2	
					75 EXT. FTP 1	2.78	23.3	517.5	1.01	15.8
					HWFET	2.32	37.3	375.9	1.21	20.1
					FED SHORT CYC	1.32	15.9	407.9	0.41	20.3
					2SP IDLE 2500	19.7	0.02		39.8	
					2SP IDLE NEUT	18.6	0.00		68.6	
					FED 3 MODE 52	82.8	0.81		490.0	
					FED 3 MODE 25	11.5	0.00		261.3	
					FED 3 MODE ID	3.7	0.00		146.5	
					FED 3 MODE IN	10.5	0.00		56.4	

COMMENT : ADJ CHOKE, ICO. CLEAN AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6145	1976	OLDS	STAW	350	75 BASIC FTP	1.81	41.7	593.7	1.89	13.3
					HWFET	1.82	52.2	423.1	1.57	17.4
					FED SHORT CYC	0.98	19.4	462.9	1.45	17.9
					2SP IDLE 2500	10.1	0.01		139.3	
					2SP IDLE NEUT	15.9	0.00		69.1	
					2SP IDIS 2500	66.0	0.02		255.6	
					2SP IDIS NEUT	10.1	0.01		88.9	
					2SP IRPT 2500	0.0	0.03		112.3	
					2SP IRPT NEUT	2.6	0.01		72.6	
					FED 3 MODE 52	93.2	1.18		582.7	
					FED 3 MODE 25	14.2	0.01		760.8	
					FED 3 MODE ID	2.6	0.01		205.1	
					FED 3 MODE IN	9.6	0.01		61.1	
					75 EXT. FTP 1	1.69	45.6	606.7	1.04	13.0
					HWFET	1.82	66.6	452.3	0.98	15.8
					FED SHORT CYC	0.99	22.4	486.5	0.87	16.9
					2SP IDLE 2500	11.1	0.02		70.9	
					2SP IDLE NEUT	14.5	0.00		56.7	
					FED 3 MODE 52	92.6	1.58		331.9	
					FED 3 MODE 25	20.3	0.00		411.0	
					FED 3 MODE ID	11.9	0.00		118.1	
					FED 3 MODE IN	22.7	0.00		52.5	

COMMENT : ADJ TIMING, SEC VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6146	1976	OLDS	ROYA	455	75 BASIC FTP	2.40	42.3	625.8	1.58	12.7
					HWFET	1.88	38.7	468.4	2.34	16.6
					FED SHORT CYC	2.39	38.8	487.9	1.12	16.0
					2SP IDLE 2500	64.6	1.16		74.6	
					2SP IDLE NEUT	145.3	0.08		79.2	
					2SP IDIS 2500	296.6	0.33		66.6	
					2SP IDIS NEUT	36.4	0.00		104.0	
					2SP IRPT 2500	35.0	0.82		62.1	
					2SP IRPT NEUT	26.2	0.00		70.6	
					FED 3 MODE 52	21.3	0.20		170.6	
					FED 3 MODE 25	72.3	0.65		220.3	
					FED 3 MODE ID	20.1	0.00		163.5	
					FED 3 MODE IN	35.6	0.00		71.1	
					75 EXT. FTP 1	1.64	37.7	650.7	1.07	12.4
					HWFET	0.96	29.8	476.0	1.34	16.9
					FED SHORT CYC	2.03	38.0	521.7	0.83	15.1
					2SP IDLE 2500	15.3	0.00		88.4	
					2SP IDLE NEUT	12.8	0.00		65.0	
					FED 3 MODE 52	18.0	0.02		306.7	
					FED 3 MODE 25	16.5	0.03		105.4	
					FED 3 MODE ID	11.3	0.00		196.4	
					FED 3 MODE IN	13.2	0.00		67.9	

COMMENT : ADJ TIMING, FIRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	RESULTS CO	CO_2	----- NO_{xc}	FUEL ECON MPG
6147	1976	PLYM	VOLA	225	75 BASIC FTP	7.12	104.0	373.9	2.21	15.9
					HWFET	3.11	64.4	322.9	1.92	20.5
					FED SHORT CYC	6.39	91.2	295.3	0.99	19.3
					2SP IDLE 2500	168.6	2.17		196.1	
					2SP IDLE NEUT	817.8	10.11		12.8	
					2SP IDIS 2500	1314.8	0.42		267.7	
					2SP IDIS NEUT	1976.8	9.81		15.1	
					2SP IRPT 2500	250.5	2.60		187.1	
					2SP IRPT NEUT	747.2	10.11		15.9	
					FED 3 MODE 52	196.6	2.52		1122.1	
					FED 3 MODE 25	329.3	4.57		344.6	
					FED 3 MODE ID	908.3	10.11		8.3	
					FED 3 MODE IN	878.8	10.11		12.7	
					75 EXT. FTP 1	4.38	68.5	461.0	1.45	15.2
					HWFET	2.09	48.8	361.7	1.49	19.9
					FED SHORT CYC	2.54	33.4	376.1	0.81	20.3
					2SP IDLE 2500	106.4	1.35		134.8	
					2SP IDLE NEUT	159.9	0.00		73.8	
					FED 3 MODE 52	95.6	1.73		669.1	
					FED 3 MODE 25	146.5	1.73		269.8	
					FED 3 MODE ID	61.8	0.01		127.6	
					FED 3 MODE IN	165.7	0.00		76.1	

COMMENT : ADJ TIMING, ICO, IRPM, VALVES. INSTALL FI SCR, AIR FILTER OIL CAP.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6148	1976	PLYM	VOLA	318	75 BASIC FTP	12.29	96.9	443.5	1.73	14.0
					HWFET	3.15	28.5	399.2	2.32	19.6
					FED SHORT CYC	11.29	77.2	356.7	1.24	17.3
					2SP IDLE 2500	209.7	0.50		111.2	
					2SP IDLE NEUT	1908.4	8.87		0.0	
					2SP IDIS 2500	1009.2	0.15		151.8	
					2SP IDIS NEUT	1976.8	8.70		0.6	
					2SP IRPT 2500	651.5	0.55		108.5	
					2SP IRPT NEUT	1976.8	8.81		0.0	
					FED 3 MODE 52	355.8	0.69		864.5	
					FED 3 MODE 25	529.1	1.64		1317.8	
					FED 3 MODE ID	1472.4	10.11		0.0	
					FED 3 MODE IN	1925.0	9.09		0.0	
					75 EXT. FTP 1	3.83	32.7	503.5	1.67	15.7
					HWFET	2.95	46.3	381.8	1.72	19.1
					FED SHORT CYC	3.46	31.5	396.8	1.44	19.4
					2SP IDLE 2500	167.2	0.82		78.1	
					2SP IDLE NEUT	194.6	0.01		57.9	
					FED 3 MODE 52	183.6	1.28		468.9	
					FED 3 MODE 25	212.7	0.78		1062.6	
					FED 3 MODE ID	266.2	0.19		98.2	
					FED 3 MODE IN	311.9	0.05		39.6	

COMMENT : ADJ TIMING, ICO. REPL AIR FILTER, PLUGS.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6149	1976	PLYM	VOLA	318	75 BASIC FTP	5.32	96.3	507.1	1.37	13.1
					HWFET	2.98	67.0	416.9	1.59	16.7
					FED SHORT CYC	8.60	124.6	361.1	0.53	15.2
					2SP IDLE 2500	78.0	1.48		76.7	
					2SP IDLE NEUT	478.8	8.00		28.4	
					2SP IDIS 2500	747.2	0.32		83.0	
					2SP IDIS NEUT	1976.8	6.28		28.7	
					2SP IRPT 2500	190.6	1.42		78.3	
					2SP IRPT NEUT	571.7	8.12		28.1	
					FED 3 MODE 52	137.0	1.31		611.2	
					FED 3 MODE 25	208.7	2.37		278.2	
					FED 3 MODE ID	409.5	9.03		32.7	
					FED 3 MODE IN	490.4	7.93		31.0	
					75 EXT. FTP 1	3.67	54.9	529.7	1.36	14.1
					HWFET	2.07	35.8	441.4	1.98	17.6
					FED SHORT CYC	2.54	19.8	446.8	1.16	18.3
					2SP IDLE 2500	69.8	0.06		92.9	
					2SP IDLE NEUT	90.9	0.07		55.4	
					FED 3 MODE 52	47.7	0.25		482.6	
					FED 3 MODE 25	75.9	0.58		204.6	
					FED 3 MODE ID	93.2	0.14		105.9	
					FED 3 MODE IN	244.9	0.37		55.4	

COMMENT : ADJ FIRPM, VAC BREAK, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6150	1976	PLYM	STAW	360	75 BASIC FTP	3.62	90.8	546.9	2.17	12.7
					HWFET	2.06	58.8	443.8	3.78	16.4
					FED SHORT CYC	3.72	81.1	431.7	2.39	15.5
					2SP IDLE 2500	301.7	0.38		362.5	
					2SP IDLE NEUT	193.6	5.69		36.6	
					2SP IDIS 2500	438.3	0.11		335.1	
					2SP IDIS NEUT	1659.7	3.20		28.8	
					2SP IRPT 2500	304.3	0.47		347.7	
					2SP IRPT NEUT	221.7	5.88		34.9	
					FED 3 MODE 52	49.5	1.01		1201.3	
					FED 3 MODE 25	77.8	0.34		1436.6	
					FED 3 MODE ID	187.2	5.74		39.8	
					FED 3 MODE IN	228.3	6.22		30.9	
					75 EXT. FTP 1	2.31	53.2	599.3	1.54	12.9
					HWFET	2.09	76.4	426.7	2.90	16.0
					FED SHORT CYC	1.93	29.9	482.9	2.13	16.6
					2SP IDLE 2500	9.6	0.04		254.0	
					2SP IDLE NEUT	6.2	0.00		40.0	
					FED 3 MODE 52	32.4	1.17		953.7	
					FED 3 MODE 25	25.0	0.34		790.2	
					FED 3 MODE ID	66.0	0.37		48.7	
					FED 3 MODE IN	66.0	1.04		43.8	

COMMENT : ADJ TIMING, VAC BREAK, ICO, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

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APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6151	1976	PONT	VENT	250	75 BASIC FTP	3.12	58.2	410.9	2.79	17.3
					HWFET	0.54	8.0	340.2	3.13	25.0
					FED SHORT CYC	2.45	39.3	320.2	2.44	22.8
					2SP IDLE 2500	20.5	0.01		432.0	
					2SP IDLE NEUT	404.4	6.33		38.6	
					2SP IDIS 2500	294.6	0.01		603.8	
					2SP IDIS NEUT	1976.8	4.14		23.9	
					2SP IRPT 2500	46.3	0.00		413.1	
					2SP IRPT NEUT	467.9	7.41		27.7	
					FED 3 MODE 52	20.1	0.00		1023.0	
					FED 3 MODE 25	179.6	1.15		1372.2	
					FED 3 MODE ID	500.1	9.91		25.3	
					FED 3 MODE IN	503.9	7.89		27.7	
					75 EXT. FTP 1	1.44	15.6	425.2	3.08	19.5
					HWFET	0.22	3.0	338.1	2.94	25.8
					FED SHORT CYC	0.67	8.4	350.6	2.81	24.3
					2SP IDLE 2500	27.1	0.00		372.0	
					2SP IDLE NEUT	45.5	0.00		61.9	
					FED 3 MODE 52	21.3	0.00		598.5	
					FED 3 MODE 25	22.8	0.02		1924.6	
					FED 3 MODE ID	15.3	0.01		284.5	
					FED 3 MODE IN	26.7	0.01		71.4	
			COMMENT :		ADJ TIMING, ICO. REPL AIR FILTER.					
6152	1976	PONT	GRNP	350	75 BASIC FTP	4.54	97.6	497.0	1.51	13.3
					HWFET	2.39	49.4	371.5	1.96	19.4
					FED SHORT CYC	3.84	83.0	399.5	1.02	16.4
					2SP IDLE 2500	151.1	2.87		111.8	
					2SP IDLE NEUT	249.5	2.37		54.2	
					2SP IDIS 2500	1385.4	0.70		131.5	
					2SP IDIS NEUT	1320.9	0.45		50.6	
					2SP IRPT 2500	149.7	2.49		118.6	
					2SP IRPT NEUT	232.3	1.99		45.7	
					FED 3 MODE 52	122.2	0.87		1005.5	
					FED 3 MODE 25	188.0	1.42		871.0	
					FED 3 MODE ID	273.3	1.65		115.6	
					FED 3 MODE IN	235.3	1.87		47.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6153	1976	PONT	CATA	400	75 BASIC FTP	5.88	120.3	528.4	1.45	12.1
					HWFET	2.28	45.2	417.9	2.26	17.9
					FED SHORT CYC	4.57	64.7	456.3	1.39	15.5
					2SP IDLE 2500	68.9	1.50		113.8	
					2SP IDLE NEUT	589.2	3.17		28.1	
					2SP IDIS 2500	672.9	0.66		128.2	
					2SP IDIS NEUT	1377.3	1.98		14.3	
					2SP IRPT 2500	66.4	1.43		86.3	
					2SP IRPT NEUT	591.2	3.20		13.4	
					FED 3 MODE 52	87.1	1.12		710.2	
					FED 3 MODE 25	63.2	0.31		280.3	
					FED 3 MODE ID	306.3	3.58		33.8	
					FED 3 MODE IN	608.6	2.93		18.0	
					75 EXT. FTP 1	2.57	60.5	620.0	1.12	12.3
					HWFET	1.65	42.4	437.4	1.75	17.4
					FED SHORT CYC	1.05	22.2	509.8	1.00	16.2
					2SP IDLE 2500	34.2	1.48		88.9	
					2SP IDLE NEUT	53.3	0.01		128.7	
					FED 3 MODE 52	66.8	1.16		532.2	
					FED 3 MODE 25	11.5	0.01		256.1	
					FED 3 MODE ID	20.3	0.00		289.8	
					FED 3 MODE IN	52.3	0.00		128.4	

COMMENT : ADJ TIMING, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6154	1976	PONT	CATA	400	75 BASIC FTP	3.87	71.7	581.9	3.15	12.6
					HWFET	2.64	80.1	399.6	2.50	16.6
					FED SHORT CYC	4.86	144.4	365.7	0.68	14.6
					2SP IDLE 2500	123.2	3.18		209.1	
					2SP IDLE NEUT	391.1	5.27		38.5	
					2SP IDIS 2500	1037.0	0.31		263.4	
					2SP IDIS NEUT	1805.3	2.92		33.0	
					2SP IRPT 2500	108.0	1.65		237.5	
					2SP IRPT NEUT	371.2	4.70		33.0	
					FED 3 MODE 52	173.1	2.34		1184.0	
					FED 3 MODE 25	204.1	1.48		1176.6	
					FED 3 MODE ID	327.2	4.16		68.1	
					FED 3 MODE IN	393.1	4.66		36.1	
					75 EXT. FTP 1	2.78	49.2	600.7	3.01	12.9
					HWFET	2.47	70.3	398.8	2.65	17.2
					FED SHORT CYC	4.01	108.7	417.8	1.02	14.8
					2SP IDLE 2500	89.3	2.77		192.4	
					2SP IDLE NEUT	281.9	1.65		58.3	
					FED 3 MODE 52	151.9	0.53		1099.8	
					FED 3 MODE 25	185.1	1.48		1161.7	
					FED 3 MODE ID	243.4	1.17		206.5	
					FED 3 MODE IN	353.8	1.46		51.6	

COMMENT : ADJ ICO, IRPM, VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6155	1976	DATS	B210	085	75 BASIC FTP	2.28	24.2	251.8	2.53	29.9
					HWFET	1.14	9.5	197.5	3.70	41.1
					FED SHORT CYC	1.44	12.1	205.8	2.15	38.7
					2SP IDLE 2500	50.5	0.54		197.2	
					2SP IDLE NEUT	104.5	0.47		26.8	
					2SP IDIS 2500	1976.8	0.27		568.0	
					2SP IDIS NEUT	1976.8	0.91		24.8	
					2SP IRPT 2500	148.3	0.46		188.9	
					2SP IRPT NEUT	167.2	0.46		25.9	
					FED 3 MODE 52	137.6	0.26		3213.1	
					FED 3 MODE 25	172.7	0.24		2053.4	
					FED 3 MODE IN	114.5	0.57		33.1	
					75 EXT. FTP 1	2.57	22.9	240.5	2.42	31.2
					HWFET	1.16	9.3	188.1	3.96	43.0
					FED SHORT CYC	1.57	12.9	196.9	2.02	40.0
					2SP IDLE 2500	36.4	0.70		117.3	
					2SP IDLE NEUT	118.9	0.22		31.7	
					FED 3 MODE 52	129.1	0.55		3006.5	
					FED 3 MODE 25	174.5	0.31		1907.3	
					FED 3 MODE IN	153.4	0.18		36.7	
				COMMENT :	ADJ ICO, IRPM.					
6156	1976	DATS	B210	085	75 BASIC FTP	1.77	30.4	298.5	2.51	25.2
					HWFET	1.14	19.4	211.8	3.96	36.1
					FED SHORT CYC	1.15	21.9	232.3	1.53	32.8
					2SP IDLE 2500	32.8	0.77		121.8	
					2SP IDLE NEUT	83.6	1.57		29.2	
					2SP IDIS 2500	1976.8	0.69		335.1	
					2SP IDIS NEUT	1976.8	1.76		23.8	
					2SP IRPT 2500	206.6	0.72		115.4	
					2SP IRPT NEUT	157.8	1.54		29.9	
					FED 3 MODE 52	136.0	1.13		2768.9	
					FED 3 MODE 25	171.2	0.47		1989.0	
					FED 3 MODE IN	93.4	1.62		30.3	
					75 EXT. FTP 1	1.91	31.6	265.9	1.87	27.6
					HWFET	1.19	19.1	200.8	3.27	37.8
					FED SHORT CYC	1.27	11.9	226.5	2.32	35.6
					2SP IDLE 2500	48.9	0.80		83.8	
					2SP IDLE NEUT	184.6	0.34		25.8	
					FED 3 MODE 52	145.1	1.13		2246.6	
					FED 3 MODE 25	159.4	0.43		1538.2	
					FED 3 MODE IN	224.2	0.52		32.9	
				COMMENT :	ADJ CHOKE, TIMING, IRPM, IDLE MIX. BLEW OUT PCV AND AIR FILTER.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6157	1976	DATS	STAW	119	75 BASIC FTP	2.54	39.4	317.1	1.84	22.9
					HWFET	1.48	28.8	240.8	3.10	30.5
					FED SHORT CYC	1.70	26.6	257.1	1.38	29.2
					2SP IDLE 2500	39.4	0.83		87.8	
					2SP IDLE NEUT	121.6	1.76		28.5	
					2SP IDIS 2500	1976.8	1.01		204.3	
					2SP IDIS NEUT	1976.8	2.26		22.7	
					2SP IRPT 2500	234.3	0.82		82.5	
					2SP IRPT NEUT	223.2	1.86		27.7	
					FED 3 MODE 52	170.7	1.82		1307.8	
					FED 3 MODE 25	259.6	1.65		1025.5	
					FED 3 MODE IN	141.4	1.93		33.8	
					75 EXT. FTP 1	2.37	33.8	327.5	1.36	22.9
					HWFET	1.12	18.7	236.1	2.33	33.0
					FED SHORT CYC	1.30	15.1	266.3	1.20	30.2
					2SP IDLE 2500	56.8	0.63		94.2	
					2SP IDLE NEUT	258.1	0.30		37.3	
					FED 3 MODE 52	129.5	1.37		1221.2	
					FED 3 MODE 25	203.6	1.00		926.3	
					FED 3 MODE IN	223.7	0.39		40.1	
				COMMENT :	ADJ TIMING, ICO, IRPM.					
6158	1976	FIAT	X1/9	079	75 BASIC FTP	2.58	59.4	331.5	1.10	20.5
					HWFET	0.93	48.7	251.8	1.54	26.8
					FED SHORT CYC	1.45	34.8	268.2	1.35	27.1
					2SP IDLE 2500	41.0	1.05		23.1	
					2SP IDLE NEUT	79.0	0.57		23.3	
					2SP IDIS 2500	1976.8	1.36		25.1	
					2SP IDIS NEUT	1976.8	0.65		43.6	
					2SP IRPT 2500	174.1	0.93		22.2	
					2SP IRPT NEUT	174.5	0.65		21.1	
					FED 3 MODE 52	119.5	3.97		890.4	
					FED 3 MODE 25	50.5	1.87		224.5	
					FED 3 MODE IN	76.3	0.70		43.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6159	1976	HOND	CVCC	091	75 BASIC FTP	1.79	9.4	267.7	2.37	30.8
					HWFET	0.59	3.9	200.0	3.86	42.7
					FED SHORT CYC	1.15	6.0	211.7	2.46	39.5
					2SP IDLE 2500	40.2	0.24		127.1	
					2SP IDLE NEUT	100.3	0.22		63.4	
					2SP IDIS 2500	1976.8	0.15		180.2	
					2SP IDIS NEUT	1976.8	0.18		62.0	
					2SP IRPT 2500	209.7	0.24		128.7	
					2SP IRPT NEUT	209.2	0.21		57.9	
					FED 3 MODE 52	83.0	0.17		1179.0	
					FED 3 MODE 25	110.6	0.15		1714.1	
					FED 3 MODE IN	120.7	0.25		81.5	
6160	1976	TOYO	CORO	097	75 BASIC FTP	2.11	22.4	344.3	1.36	23.0
					HWFET	0.54	9.2	245.1	2.70	34.0
					FED SHORT CYC	1.11	16.1	271.8	1.09	29.5
					2SP IDLE 2500	7.9	0.37		22.1	
					2SP IDLE NEUT	12.4	0.68		11.8	
					2SP IDIS 2500	1823.8	0.84		23.5	
					2SP IDIS NEUT	1302.8	0.65		16.4	
					2SP IRPT 2500	69.9	0.35		24.3	
					2SP IRPT NEUT	37.0	0.58		14.7	
					FED 3 MODE 52	62.6	0.77		1352.4	
					FED 3 MODE 25	80.4	1.80		374.1	
					FED 3 MODE IN	21.1	0.43		23.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6161	1976	TOYO	CORO	097	75 BASIC FTP	2.57	29.9	293.5	3.06	25.5
					HWFET	1.21	14.8	228.4	4.46	34.7
					FED SHORT CYC	1.98	25.9	227.3	1.91	32.4
					2SP IDLE 2500	64.8	0.68		50.4	
					2SP IDLE NEUT	82.4	0.59		33.0	
					2SP IDIS 2500	1825.9	0.97		75.8	
					2SP IDIS NEUT	1976.8	1.13		26.0	
					2SP IRPT 2500	210.2	0.79		46.7	
					2SP IRPT NEUT	158.4	0.66		29.7	
					FED 3 MODE 52	121.2	0.67		2137.6	
					FED 3 MODE 25	209.2	2.51		766.1	
					FED 3 MODE IN	68.7	0.63		34.5	
					75 EXT. FTP 1	2.89	26.8	319.1	1.89	24.0
					HWFET	1.09	12.9	234.4	3.63	34.4
					FED SHORT CYC	1.67	19.8	254.1	1.48	30.5
					2SP IDLE 2500	67.6	0.52		45.3	
					2SP IDLE NEUT	115.3	0.13		31.0	
					FED 3 MODE 52	58.4	0.59		1503.5	
					FED 3 MODE 25	149.7	2.20		553.2	
					FED 3 MODE IN	55.3	0.21		33.3	
			COMMENT :		ADJ ICO, TIMING.					
6162	1976	TOYO	CELI	133	75 BASIC FTP	1.54	29.5	444.0	1.61	17.9
					HWFET	0.52	16.0	264.0	3.29	30.5
					FED SHORT CYC	0.42	14.6	362.0	1.23	23.0
					2SP IDLE 2500	20.1	0.29		34.1	
					2SP IDLE NEUT	22.7	0.50		19.4	
					2SP IDIS 2500	1486.6	0.61		33.2	
					2SP IDIS NEUT	1140.5	0.62		20.4	
					2SP IRPT 2500	105.7	0.27		38.4	
					2SP IRPT NEUT	71.5	0.40		23.3	
					FED 3 MODE 52	52.5	0.80		1129.5	
					FED 3 MODE 25	17.0	0.83		446.8	
					FED 3 MODE IN	22.3	0.35		31.1	
					75 EXT. FTP 1	1.33	27.6	430.3	1.57	18.6
					HWFET	0.60	17.4	265.5	3.31	30.1
					FED SHORT CYC	0.59	16.4	364.2	1.22	22.6
					2SP IDLE 2500	9.6	0.23		18.9	
					2SP IDLE NEUT	98.6	0.51		7.6	
					FED 3 MODE 52	45.3	0.49		1406.9	
					FED 3 MODE 25	59.4	1.66		338.3	
					FED 3 MODE IN	72.7	0.53		7.2	
			COMMENT :		ADJ ICO.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
6163	1976	VOLK	SEDA	097	75 BASIC FTP	3.09	48.1	279.1	1.13	24.4
					HWFET	1.54	24.4	228.7	1.45	32.6
					FED SHORT CYC	2.17	31.9	247.2	0.91	29.2
					2SP IDLE 2500	152.1	3.35		132.4	
					2SP IDLE NEUT	234.8	5.06		58.1	
					2SP IDIS 2500	1976.8	1.38		184.7	
					2SP IDIS NEUT	1976.8	3.12		48.7	
					2SP IRPT 2500	265.1	3.85		118.9	
					2SP IRPT NEUT	267.2	5.22		56.8	
					FED 3 MODE 52	164.1	1.91		1040.3	
					FED 3 MODE 25	207.7	2.13		389.9	
					FED 3 MODE IN	179.6	5.60		62.1	
6164	1976	VOLK	RABB	097	75 BASIC FTP	3.96	57.5	272.3	1.17	23.7
					HWFET	1.66	36.4	203.5	1.57	33.4
					FED SHORT CYC	1.76	30.3	234.8	1.29	30.8
					2SP IDLE 2500	72.1	0.55		98.2	
					2SP IDLE NEUT	50.5	1.21		53.0	
					2SP IDIS 2500	1976.8	1.31		129.8	
					2SP IDIS NEUT	1976.8	1.10		42.7	
					2SP IRPT 2500	175.1	0.56		103.8	
					2SP IRPT NEUT	86.1	1.20		53.6	
					FED 3 MODE 52	164.7	2.91		1045.3	
					FED 3 MODE 25	208.2	2.40		726.1	
					FED 3 MODE IN	0.0	0.00		0.0	
					75 EXT. FTP 1	3.82	42.6	270.8	1.59	25.4
					HWFET	1.66	32.3	199.7	1.95	34.7
					FED SHORT CYC	1.74	24.4	218.5	1.37	33.8
					2SP IDLE 2500	365.0	0.32		147.0	
					2SP IDLE NEUT	61.6	0.10		35.0	
					FED 3 MODE 52	162.9	2.63		1330.1	
					FED 3 MODE 25	205.1	2.18		974.7	
					FED 3 MODE IN	59.2	0.11		44.1	

COMMENT : ADJ DWELL, ICO, IRPM. CLEANED AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	RESULTS CO	CO_2	----- NO_{xc}	FUEL ECON MPG
5165	1975	AMC	HORN	258	75 BASIC FTP	2.01	40.5	470.2	1.58	16.4
					HWFET	1.06	20.4	360.3	1.42	22.4
					FED SHORT CYC	1.36	19.9	403.9	1.30	20.2
					2SP IDLE 2500	24.0	0.51		128.4	
					2SP IDLE NEUT	118.9	3.06		92.9	
					2SP IDIS 2500	1610.6	0.70		133.2	
					2SP IDIS NEUT	1976.8	2.31		87.3	
					2SP IRPT 2500	146.4	0.83		126.6	
					2SP IRPT NEUT	180.6	3.06		94.2	
					FED 3 MODE 52	41.2	0.30		493.2	
					FED 3 MODE 25	76.9	1.24		773.5	
					FED 3 MODE ID	154.8	2.24		169.6	
					FED 3 MODE IN	120.9	2.08		97.4	
					75 EXT. FTP 1	2.00	30.2	452.2	2.37	17.5
					HWFET	1.24	16.8	361.5	1.97	22.6
					FED SHORT CYC	1.44	14.6	364.9	2.05	22.6
					2SP IDLE 2500	61.0	1.38		511.1	
					2SP IDLE NEUT	60.2	0.09		110.1	
					FED 3 MODE 52	42.5	0.35		675.5	
					FED 3 MODE 25	136.5	1.43		5506.8	
					FED 3 MODE ID	107.4	0.06		197.4	
					FED 3 MODE IN	73.5	0.09		101.4	

COMMENT : ADJ TIMING, CHOKE, IRPM. INSTALL VAC ADV UNIT.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5166	1975	AMC	STAW	304	75 BASIC FTP	1.69	38.6	588.7	1.74	13.6
					HWFET	0.36	6.7	476.2	2.49	18.2
					FED SHORT CYC	0.80	3.4	463.0	2.51	18.9
					2SP IDLE 2500	44.1	0.02		182.6	
					2SP IDLE NEUT	42.9	0.00		44.2	
					2SP IDIS 2500	531.0	0.01		255.0	
					2SP IDIS NEUT	271.3	0.00		34.8	
					2SP IRPT 2500	115.3	0.02		188.7	
					2SP IRPT NEUT	52.9	0.00		45.4	
					FED 3 MODE 52	34.8	0.05		946.3	
					FED 3 MODE 25	50.7	0.01		1441.6	
					FED 3 MODE ID	42.9	0.00		75.0	
					FED 3 MODE IN	31.5	0.00		51.0	
					75 EXT. FTP 1	1.48	43.8	622.7	1.64	12.7
					HWFET	0.27	16.2	504.9	1.32	16.7
					FED SHORT CYC	0.74	15.1	497.5	1.65	17.0
					2SP IDLE 2500	11.3	0.00		230.6	
					2SP IDLE NEUT	18.0	0.00		66.8	
					FED 3 MODE 52	16.1	0.04		507.9	
					FED 3 MODE 25	25.6	0.00		1387.1	
					FED 3 MODE ID	19.4	0.00		65.4	
					FED 3 MODE IN	12.4	0.00		47.5	

COMMENT : ADJ TIMING, ICO, IRPM. REPL IDLE STOP SOLENOID.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5167	1975	BUIC	SKYL	231	75 BASIC FTP	3.69	90.8	387.8	1.89	16.4
					HWFET	1.79	36.6	290.6	1.49	25.1
					FED SHORT CYC	2.57	56.3	305.4	1.39	22.1
					2SP IDLE 2500	123.8	1.98		64.6	
					2SP IDLE NEUT	221.7	5.85		57.1	
					2SP IDIS 2500	1170.5	0.15		60.6	
					2SP IDIS NEUT	1976.8	2.85		39.0	
					2SP IRPT 2500	193.6	1.93		66.6	
					2SP IRPT NEUT	259.1	5.93		54.7	
					FED 3 MODE 52	130.9	0.94		614.4	
					FED 3 MODE 25	225.2	2.34		484.7	
					FED 3 MODE ID	307.3	6.11		86.8	
					FED 3 MODE IN	243.4	5.81		57.1	
					75 EXT. FTP 1	1.69	33.8	456.2	2.00	17.2
					HWFET	1.36	32.3	311.9	1.48	24.2
					FED SHORT CYC	0.62	11.4	373.5	1.38	22.6
					2SP IDLE 2500	85.7	0.76		65.0	
					2SP IDLE NEUT	36.6	0.01		86.2	
					FED 3 MODE 52	120.7	0.99		505.8	
					FED 3 MODE 25	45.7	0.04		401.5	
					FED 3 MODE ID	28.7	0.01		432.0	
					FED 3 MODE IN	22.3	0.01		101.4	

COMMENT : ADJ TIMING, ICO. PCV HOSE CONNECTED AT AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5168	1975	BUIC	CNTY	350	75 BASIC FTP	2.79	54.3	574.6	1.33	13.3
					HWFET	2.13	53.8	395.3	1.75	18.2
					FED SHORT CYC	2.24	57.7	431.7	0.62	16.8
					2SP IDLE 2500	82.8	3.03		83.9	
					2SP IDLE NEUT	34.8	0.01		54.0	
					2SP IDIS 2500	1206.5	2.08		86.2	
					2SP IDIS NEUT	449.9	0.02		59.1	
					2SP IRPT 2500	105.3	2.94		81.7	
					2SP IRPT NEUT	45.7	0.02		53.1	
					FED 3 MODE 52	99.3	1.88		590.1	
					FED 3 MODE 25	152.1	2.65		126.9	
					FED 3 MODE ID	47.1	0.01		142.0	
					FED 3 MODE IN	35.8	0.02		54.3	
					75 EXT. FTP 1	2.14	37.9	651.5	1.46	12.4
					HWFET	1.52	33.7	456.1	1.80	17.3
					FED SHORT CYC	1.93	59.9	467.4	0.58	15.6
					2SP IDLE 2500	48.9	2.00		82.5	
					2SP IDLE NEUT	18.0	0.01		61.1	
					FED 3 MODE 52	14.3	0.11		502.7	
					FED 3 MODE 25	55.3	0.62		192.1	
					FED 3 MODE ID	17.8	0.01		170.9	
					FED 3 MODE IN	7.7	0.01		67.1	

COMMENT : ADJ TIMING, VAC BREAKS, CHOKE. REPL SEC VAC DIAPH, AIR & PCV FLTS.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5169	1975	BUIC	RIVI	455	75 BASIC FTP	2.62	59.9	692.2	1.25	11.2
					HWFET	1.60	41.2	470.2	2.03	16.4
					FED SHORT CYC	2.48	55.7	530.0	0.74	14.2
					2SP IDLE 2500	41.6	1.48		100.8	
					2SP IDLE NEUT	44.1	0.88		53.6	
					2SP IDIS 2500	672.9	0.21		90.5	
					2SP IDIS NEUT	359.4	0.05		40.6	
					2SP IRPT 2500	48.3	1.36		98.7	
					2SP IRPT NEUT	44.7	0.81		52.1	
					FED 3 MODE 52	40.4	0.48		402.5	
					FED 3 MODE 25	98.6	0.98		162.1	
					FED 3 MODE ID	70.1	0.42		91.8	
					FED 3 MODE IN	40.2	0.58		51.9	
					75 EXT. FTP 1	2.14	46.0	692.0	1.35	11.5
					HWFET	1.36	30.3	476.8	2.44	16.8
					FED SHORT CYC	1.97	35.4	513.4	0.95	15.4
					2SP IDLE 2500	15.7	0.64		97.8	
					2SP IDLE NEUT	0.0	0.00		45.2	
					FED 3 MODE 52	11.9	0.24		358.3	
					FED 3 MODE 25	63.2	0.71		182.3	
					FED 3 MODE ID	0.0	0.00		86.3	
					FED 3 MODE IN	0.0	0.00		41.9	

COMMENT : ADJ PRI & SECVAC BREAK, TIMING, FIRPM, ICO, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5170	1975	CADI	DEVI	500	75 BASIC FTP	2.12	38.5	658.0	2.45	12.2
					HWFET	1.68	44.7	472.8	2.31	16.2
					FED SHORT CYC	2.61	57.9	497.7	1.73	14.9
					2SP IDLE 2500	52.3	1.31		205.9	
					2SP IDLE NEUT	63.4	0.00		81.0	
					2SP IDIS 2500	904.4	0.40		213.9	
					2SP IDIS NEUT	41.6	0.00		119.4	
					2SP IRPT 2500	67.4	1.85		175.4	
					2SP IRPT NEUT	44.7	0.00		87.5	
					FED 3 MODE 52	63.6	1.74		640.7	
					FED 3 MODE 25	16.5	0.05		510.0	
					FED 3 MODE ID	31.1	0.00		302.4	
					FED 3 MODE IN	51.3	0.00		99.1	
					75 EXT. FTP 1	2.09	46.5	690.9	1.70	11.5
					HWFET	1.71	57.7	498.0	1.69	14.9
					FED SHORT CYC	1.98	42.8	519.3	1.51	15.0
					2SP IDLE 2500	44.3	1.32		149.9	
					2SP IDLE NEUT	43.3	0.00		56.6	
					FED 3 MODE 52	46.7	1.60		348.8	
					FED 3 MODE 25	107.4	1.32		624.9	
					FED 3 MODE ID	24.0	0.00		178.1	
					FED 3 MODE IN	65.6	0.00		69.1	

COMMENT : ADJ IRPM, FIRPM, TIMING, VAC BREAKS, CHOKE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION		RESULTS	-----	FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5171	1975	CHEV	STAW	140	75 BASIC FTP	5.40	88.3	315.1	0.74	18.8
					HWFET	1.68	41.8	223.3	0.78	30.2
					FED SHORT CYC	3.42	57.2	257.9	0.50	24.8
					2SP IDLE 2500	149.8	3.25		134.8	
					2SP IDLE NEUT	256.0	5.00		43.8	
					2SP IDIS 2500	1692.4	0.15		173.8	
					2SP IDIS NEUT	1976.8	0.46		24.8	
					2SP IRPT 2500	242.9	3.05		135.3	
					2SP IRPT NEUT	297.2	4.90		37.5	
					FED 3 MODE 52	126.6	1.72		581.7	
					FED 3 MODE 25	158.2	1.73		852.5	
					FED 3 MODE IN	289.5	5.57		43.1	
					75 EXT. FTP 1	5.90	102.2	326.6	0.58	17.5
					HWFET	1.84	60.1	237.8	0.59	26.2
					FED SHORT CYC	3.60	65.5	274.8	0.40	22.8
					2SP IDLE 2500	105.4	2.23		129.8	
					2SP IDLE NEUT	181.1	0.49		34.7	
					FED 3 MODE 52	51.9	1.51		337.2	
					FED 3 MODE 25	118.3	1.47		597.5	
					FED 3 MODE IN	196.1	1.20		40.4	
				COMMENT :	ADJ TIMING, CHOKE, ICO, IRPM, FIRPM.					
5172	1975	CHEV	VEGA	140	75 BASIC FTP	5.16	66.4	326.6	1.57	19.8
					HWFET	1.53	19.6	238.7	1.90	32.4
					FED SHORT CYC	3.18	37.1	266.8	1.32	26.5
					2SP IDLE 2500	189.6	2.80		224.5	
					2SP IDLE NEUT	398.8	8.55		42.9	
					2SP IDIS 2500	1795.0	0.23		198.2	
					2SP IDIS NEUT	1976.8	3.95		24.4	
					2SP IRPT 2500	292.6	2.27		252.6	
					2SP IRPT NEUT	444.6	8.30		42.3	
					FED 3 MODE 52	125.4	0.10		1122.1	
					FED 3 MODE 25	152.5	0.84		703.9	
					FED 3 MODE IN	403.4	8.70		40.2	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
						EMISSION RESULTS				
5173	1975	CHEV	CAMA	250	75 BASIC FTP	2.70	57.7	420.1	2.21	17.1
					HWFET	1.00	18.9	298.6	1.87	26.8
					FED SHORT CYC	3.39	54.0	303.1	1.85	22.3
					2SP IDLE 2500	30.3	0.12		224.5	
					2SP IDLE NEUT	382.9	6.05		33.0	
					2SP IDIS 2500	739.3	0.03		387.8	
					2SP IDIS NEUT	1976.8	2.96		24.9	
					2SP IRPT 2500	104.5	0.04		217.3	
					2SP IRPT NEUT	395.2	5.99		32.3	
					FED 3 MODE 52	46.3	0.00		572.2	
					FED 3 MODE 25	49.7	0.01		1674.4	
					FED 3 MODE ID	354.3	7.05		39.8	
					FED 3 MODE IN	407.4	6.11		31.1	
					75 EXT. FTP 1	2.01	30.5	436.8	2.24	18.1
					HWFET	0.48	9.8	337.0	2.10	25.1
					FED SHORT CYC	1.61	19.7	349.8	2.01	23.0
					2SP IDLE 2500	48.3	0.01		250.8	
					2SP IDLE NEUT	233.8	0.29		24.6	
					FED 3 MODE 52	34.2	0.00		440.5	
					FED 3 MODE 25	39.6	0.00		1357.4	
					FED 3 MODE ID	212.7	0.79		84.9	
					FED 3 MODE IN	90.7	0.02		22.3	
			COMMENT :		ADJ FIRPM, TIMING, ICO, CHOKE. REPL AIR FILTER.					
5174	1975	CHEV	NOVA	262	75 BASIC FTP	0.98	13.9	559.1	1.63	15.2
					HWFET	0.23	15.5	472.1	0.54	17.9
					FED SHORT CYC	0.61	11.2	461.1	0.79	18.5
					2SP IDLE 2500	3.4	0.01		77.4	
					2SP IDLE NEUT	4.7	0.01		63.2	
					2SP IDIS 2500	165.5	0.01		63.7	
					2SP IDIS NEUT	20.1	0.01		83.7	
					2SP IRPT 2500	0.0	0.01		85.3	
					2SP IRPT NEUT	0.0	0.00		80.1	
					FED 3 MODE 52	2.6	0.01		155.0	
					FED 3 MODE 25	8.4	0.00		636.5	
					FED 3 MODE ID	2.4	0.00		401.5	
					FED 3 MODE IN	0.7	0.00		74.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5175	1975	CHEV	MALI	350	75 BASIC FTP	2.81	65.8	558.9	1.10	13.2
					HWFET	1.55	43.6	384.9	1.50	19.4
					FED SHORT CYC	1.84	43.9	461.8	0.55	16.5
					2SP IDLE 2500	204.1	0.40		81.2	
					2SP IDLE NEUT	34.8	0.02		200.3	
					2SP IDIS 2500	302.2	0.23		143.8	
					2SP IDIS NEUT	10.1	0.02		196.3	
					2SP IRPT 2500	203.1	0.36		71.7	
					2SP IRPT NEUT	9.4	0.02		193.5	
					FED 3 MODE 52	44.5	1.47		259.4	
					FED 3 MODE 25	42.3	0.05		115.1	
					FED 3 MODE ID	11.5	0.01		668.9	
					FED 3 MODE IN	14.5	0.01		196.0	
5176	1975	CHEV	MONT	350	75 BASIC FTP	3.34	96.2	472.3	2.23	14.0
					HWFET	1.83	51.3	368.4	3.36	19.5
					FED SHORT CYC	3.51	104.1	378.8	1.10	16.0
					2SP IDLE 2500	130.5	4.93		162.1	
					2SP IDLE NEUT	259.6	4.24		50.5	
					2SP IDIS 2500	1659.7	2.63		196.1	
					2SP IDIS NEUT	1639.2	2.03		35.5	
					2SP IRPT 2500	175.7	4.39		153.7	
					2SP IRPT NEUT	257.6	3.85		34.6	
					FED 3 MODE 52	85.7	0.90		1488.7	
					FED 3 MODE 25	188.6	4.85		225.3	
					FED 3 MODE ID	278.3	4.46		50.2	
					FED 3 MODE IN	264.6	3.56		39.1	
					75 EXT. FTP 1	1.58	40.9	549.5	1.20	14.3
					HWFET	0.36	12.1	412.2	1.50	20.5
					FED SHORT CYC	1.41	33.7	424.7	0.65	18.4
					2SP IDLE 2500	14.5	0.01		134.0	
					2SP IDLE NEUT	13.2	0.00		78.1	
					FED 3 MODE 52	8.3	0.03		538.5	
					FED 3 MODE 25	108.2	1.59		179.9	
					FED 3 MODE ID	6.4	0.00		230.3	
					FED 3 MODE IN	7.7	0.00		65.6	

COMMENT : ADJ CHOKE, CARB BY LEAN DROP METHOD. UNPLUGGED EGR.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5177	1975	CHEV	IMPA	350	75 BASIC FTP	4.06	95.4	518.8	1.90	13.0
					HWFET	2.21	54.3	411.1	3.02	17.6
					FED SHORT CYC	4.31	85.8	418.2	1.01	15.7
					2SP IDLE 2500	131.1	4.10		79.2	
					2SP IDLE NEUT	280.9	4.00		41.6	
					2SP IDIS 2500	1482.5	1.79		90.6	
					2SP IDIS NEUT	1805.3	1.71		31.9	
					2SP IRPT 2500	158.2	4.00		70.5	
					2SP IRPT NEUT	262.6	2.82		36.5	
					FED 3 MODE 52	76.1	1.03		965.3	
					FED 3 MODE 25	174.3	4.86		81.1	
					FED 3 MODE ID	293.1	4.49		48.3	
					FED 3 MODE IN	285.5	3.49		31.9	
					75 EXT. FTP 1	2.23	53.8	589.3	1.62	13.0
					HWFET	0.98	27.1	442.4	2.40	18.2
					FED SHORT CYC	1.30	24.6	523.5	1.24	15.7
					2SP IDLE 2500	46.3	1.58		97.4	
					2SP IDLE NEUT	41.2	0.00		59.5	
					FED 3 MODE 52	27.3	0.54		669.1	
					FED 3 MODE 25	88.7	1.92		158.2	
					FED 3 MODE ID	20.1	0.00		185.8	
					FED 3 MODE IN	23.8	0.00		52.9	
				COMMENT :	ADJ CHOKE, VAC BREAK, TIMING, ICO, IRPM.					
5178	1975	CHEV	IMPA	350	75 BASIC FTP	3.15	83.4	572.3	1.34	12.4
					HWFET	1.09	38.0	449.7	1.88	17.3
					FED SHORT CYC	3.40	62.3	451.1	0.69	15.9
					2SP IDLE 2500	99.0	2.51		127.2	
					2SP IDLE NEUT	657.3	2.60		45.5	
					2SP IDIS 2500	1258.6	1.06		127.4	
					2SP IDIS NEUT	1318.9	1.26		48.7	
					2SP IRPT 2500	94.8	2.96		114.0	
					2SP IRPT NEUT	565.9	3.09		48.9	
					FED 3 MODE 52	46.9	0.55		582.8	
					FED 3 MODE 25	119.3	2.62		247.0	
					FED 3 MODE ID	228.3	3.66		112.8	
					FED 3 MODE IN	672.9	2.42		51.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
5179	1975	CHEV	STAW	400	75 BASIC FTP	4.55	40.5	650.3	4.80	12.2
					HWFET	1.23	7.7	516.1	6.03	16.7
					FED SHORT CYC	3.33	48.0	498.8	3.63	15.2
					2SP IDLE 2500	22.8	0.08		190.3	
					2SP IDLE NEUT	158.2	1.57		32.3	
					2SP IDIS 2500	912.3	0.14		241.5	
					2SP IDIS NEUT	1180.5	1.34		32.0	
					2SP IRPT 2500	54.7	0.10		202.7	
					2SP IRPT NEUT	195.2	1.55		33.0	
					FED 3 MODE 52	49.9	0.07		1340.0	
					FED 3 MODE 25	63.0	0.05		990.8	
					FED 3 MODE ID	205.6	2.20		50.6	
					FED 3 MODE IN	209.2	1.95		31.6	
					75 EXT. FTP 1	9.98	33.8	701.4	4.33	11.3
					HWFET	6.57	18.6	520.0	4.89	15.6
					FED SHORT CYC	3.41	14.0	542.1	3.37	15.4
					2SP IDLE 2500	24.0	0.10		160.6	
					2SP IDLE NEUT	124.2	0.10		22.3	
					FED 3 MODE 52	51.5	0.25		1000.0	
					FED 3 MODE 25	1136.5	0.05		677.6	
					FED 3 MODE ID	979.5	0.04		49.7	
					FED 3 MODE IN	199.6	0.09		24.7	
				COMMENT :	ADJ IRPM, TIMING, ICO, PRI & SEC VAC BREAKS.					
5180	1975	CHEV	STAW	400	75 BASIC FTP	4.41	69.0	662.7	4.55	11.3
					HWFET	2.43	60.3	559.3	4.99	13.4
					FED SHORT CYC	4.07	71.8	502.3	3.35	14.1
					2SP IDLE 2500	20.9	0.40		218.7	
					2SP IDLE NEUT	234.8	0.52		41.9	
					2SP IDIS 2500	671.0	0.61		295.1	
					2SP IDIS NEUT	934.0	0.41		51.4	
					2SP IRPT 2500	150.8	0.36		246.3	
					2SP IRPT NEUT	366.1	0.32		53.3	
					FED 3 MODE 52	110.6	0.76		1097.3	
					FED 3 MODE 25	115.3	0.35		1127.0	
					FED 3 MODE ID	161.1	0.31		213.9	
					FED 3 MODE IN	335.4	0.24		46.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5181	1975	CHRY	CORD	360	75 BASIC FTP	4.53	112.8	532.2	1.25	12.3
					HWFET	2.28	46.4	397.5	2.75	18.6
					FED SHORT CYC	4.00	69.2	434.9	1.33	16.0
					2SP IDLE 2500	174.7	1.42		254.0	
					2SP IDLE NEUT	285.5	6.51		31.1	
					2SP IDIS 2500	480.7	0.12		280.3	
					2SP IDIS NEUT	1655.6	4.96		30.3	
					2SP IRPT 2500	246.4	1.00		278.2	
					2SP IRPT NEUT	335.9	6.72		25.3	
					FED 3 MODE 52	100.7	0.68		1236.0	
					FED 3 MODE 25	170.4	1.51		549.0	
					FED 3 MODE ID	289.0	6.33		36.1	
					FED 3 MODE IN	267.2	6.56		33.5	
					75 EXT. FTP 1	3.14	78.3	602.9	1.00	12.1
					HWFET	1.42	44.0	440.9	1.25	17.2
					FED SHORT CYC	1.43	20.7	501.4	0.99	16.5
					2SP IDLE 2500	13.2	0.14		110.9	
					2SP IDLE NEUT	110.4	1.65		50.5	
					FED 3 MODE 52	34.0	1.07		306.7	
					FED 3 MODE 25	13.4	0.00		331.9	
					FED 3 MODE ID	149.3	1.40		59.7	
					FED 3 MODE IN	111.6	1.66		49.5	
				COMMENT :	ADJ ICO, TIMING, IRPM, FIRPM. REPL AIR FILTER.					
5182	1975	DODG	SWIN	225	75 BASIC FTP	3.48	66.1	451.3	3.78	15.7
					HWFET	1.68	36.2	343.4	4.31	21.9
					FED SHORT CYC	4.28	75.6	302.7	2.75	20.4
					2SP IDLE 2500	107.9	1.28		619.6	
					2SP IDLE NEUT	1976.8	10.11		27.7	
					2SP IDIS 2500	800.1	0.10		702.9	
					2SP IDIS NEUT	1976.8	9.81		32.7	
					2SP IRPT 2500	1612.7	0.57		550.1	
					2SP IRPT NEUT	1976.8	7.11		24.6	
					FED 3 MODE 52	121.7	0.51		2076.7	
					FED 3 MODE 25	246.4	3.79		916.5	
					FED 3 MODE ID	492.3	10.11		18.7	
					FED 3 MODE IN	467.2	10.11		17.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5183	1975	DODG	CORO	318	75 BASIC FTP	2.23	48.3	523.7	1.90	14.6
					HWFET	0.30	5.7	386.6	2.85	22.4
					FED SHORT CYC	2.43	42.1	385.6	2.03	19.3
					2SP IDLE 2500	48.1	0.34		124.7	
					2SP IDLE NEUT	145.7	2.88		39.8	
					2SP IDIS 2500	44.0	0.02		186.0	
					2SP IDIS NEUT	1226.5	1.33		23.2	
					2SP IRPT 2500	44.5	0.17		58.1	
					2SP IRPT NEUT	158.2	3.13		44.4	
					FED 3 MODE 52	21.7	0.01		1070.1	
					FED 3 MODE 25	11.5	0.03		1159.2	
					FED 3 MODE ID	197.1	3.15		39.1	
					FED 3 MODE IN	171.7	3.24		37.4	
5184	1975	FORD	GRAN	250	75 BASIC FTP	1.20	43.6	617.1	0.80	12.9
					HWFET	0.19	7.9	453.9	1.22	19.0
					FED SHORT CYC	0.61	11.5	459.4	0.97	18.5
					2SP IDLE 2500	8.3	0.00		102.3	
					2SP IDLE NEUT	13.8	0.00		56.8	
					2SP IDIS 2500	211.7	0.00		175.7	
					2SP IDIS NEUT	57.4	0.00		57.1	
					2SP IRPT 2500	9.8	0.00		94.6	
					2SP IRPT NEUT	13.6	0.00		53.7	
					FED 3 MODE 52	8.3	0.01		394.1	
					FED 3 MODE 25	15.9	0.00		308.8	
					FED 3 MODE ID	17.0	0.00		121.5	
					FED 3 MODE IN	9.0	0.00		56.9	
					75 EXT. FTP 1	0.97	44.8	593.8	0.71	13.3
					HWFET	0.18	11.6	433.0	0.95	19.6
					FED SHORT CYC	1.15	40.9	463.7	0.37	16.7
					2SP IDLE 2500	9.2	0.00		92.8	
					2SP IDLE NEUT	13.2	0.00		56.6	
					FED 3 MODE 52	8.3	0.01		399.4	
					FED 3 MODE 25	10.1	0.00		309.8	
					FED 3 MODE ID	8.4	0.00		119.7	
					FED 3 MODE IN	3.5	0.00		58.4	

COMMENT : ADJ TIMING, IRPM, CHOKE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5185	1975	FORD	MUST	171	75 BASIC FTP	3.13	38.9	510.7	1.16	15.3
					HWFET	2.24	85.6	289.7	0.58	20.6
					FED SHORT CYC	3.80	62.1	418.0	0.31	16.8
					2SP IDLE 2500	17.6	0.06		67.8	
					2SP IDLE NEUT	41.4	0.00		42.4	
					2SP IDIS 2500	354.8	0.13		72.7	
					2SP IDIS NEUT	147.7	0.00		39.4	
					2SP IRPT 2500	24.6	0.05		67.9	
					2SP IRPT NEUT	33.4	0.00		40.6	
					FED 3 MODE 52	48.7	0.19		856.2	
					FED 3 MODE 25	25.0	0.09		394.5	
					FED 3 MODE IN	13.8	0.01		44.9	
					75 EXT. FTP 1	2.73	23.7	517.4	1.17	15.8
					HWFET	0.41	6.1	357.8	1.21	24.1
					FED SHORT CYC	1.06	12.5	426.9	0.96	19.7
					2SP IDLE 2500	12.8	0.04		87.4	
					2SP IDLE NEUT	58.6	0.00		54.0	
					FED 3 MODE 52	44.9	0.18		579.6	
					FED 3 MODE 25	46.5	0.07		331.9	
					FED 3 MODE IN	35.4	0.00		48.6	

COMMENT : ADJ CHOKE, TIMING, IRPM. INSTALL AIR FILTER TEMP SENSOR.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5186	1975	FORD	GRAN	250	75 BASIC FTP	2.06	50.2	461.4	1.52	16.2
					HWFET	0.52	14.3	377.6	1.87	22.1
					FED SHORT CYC	1.33	29.0	374.9	0.90	20.9
					2SP IDLE 2500	20.7	0.26		84.4	
					2SP IDLE NEUT	167.7	2.27		26.9	
					2SP IDIS 2500	1387.4	0.30		83.6	
					2SP IDIS NEUT	1395.5	1.10		37.3	
					2SP IRPT 2500	67.6	0.24		98.2	
					2SP IRPT NEUT	96.6	1.04		41.7	
					FED 3 MODE 52	41.1	0.52		527.9	
					FED 3 MODE 25	54.5	0.86		364.6	
					FED 3 MODE ID	118.7	2.18		53.3	
					FED 3 MODE IN	69.7	1.32		34.7	
					75 EXT. FTP 1	1.72	37.4	514.6	1.51	15.3
					HWFET	0.51	9.2	403.9	2.10	21.1
					FED SHORT CYC	1.68	17.7	402.5	1.20	20.4
					2SP IDLE 2500	19.2	0.13		89.5	
					2SP IDLE NEUT	51.5	0.08		49.8	
					FED 3 MODE 52	38.4	0.15		581.7	
					FED 3 MODE 25	39.8	0.33		442.6	
					FED 3 MODE ID	84.4	0.04		112.3	
					FED 3 MODE IN	88.3	0.08		53.4	

COMMENT : ADJ TIMING, ICO, FIRPM, IRPM. BLEW OUT AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5187	1975	FORD	MAVE	302	75 BASIC FTP	2.44	40.4	541.9	1.04	14.5
					HWFET	2.88	65.4	343.9	0.56	19.5
					FED SHORT CYC	4.58	83.5	372.2	0.40	17.1
					2SP IDLE 2500	17.8	0.01		215.2	
					2SP IDLE NEUT	16.7	0.00		45.6	
					2SP IDIS 2500	523.3	0.04		424.6	
					2SP IDIS NEUT	389.6	0.01		41.7	
					2SP IRPT 2500	14.5	0.02		194.5	
					2SP IRPT NEUT	10.1	0.00		47.0	
					FED 3 MODE 52	50.9	0.11		698.0	
					FED 3 MODE 25	56.8	0.03		321.4	
					FED 3 MODE ID	29.1	0.00		58.7	
					FED 3 MODE IN	2.4	0.00		44.0	
					75 EXT. FTP 1	2.15	33.2	585.2	0.74	13.8
					HWFET	3.67	85.5	347.5	0.44	18.0
					FED SHORT CYC	4.27	36.3	472.7	0.54	16.3
					2SP IDLE 2500	194.6	4.75		87.6	
					2SP IDLE NEUT	179.1	3.54		52.6	
					FED 3 MODE 52	52.7	0.13		440.5	
					FED 3 MODE 25	62.8	0.06		245.5	
					FED 3 MODE ID	288.5	4.82		55.4	
					FED 3 MODE IN	200.6	4.62		57.4	

COMMENT : ADJ IRPM, TIMING, CHOKE. FIX VAC DIAPH.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5188	1975	FORD	ELIT	351	75 BASIC FTP	1.52	44.3	729.6	1.95	11.0
					HWFET	0.51	34.1	563.4	1.53	14.3
					FED SHORT CYC	1.23	61.8	579.6	0.75	13.0
					2SP IDLE 2500	11.1	0.52		116.0	
					2SP IDLE NEUT	41.0	1.26		45.5	
					2SP IDIS 2500	225.7	0.76		97.7	
					2SP IDIS NEUT	75.1	1.23		43.7	
					2SP IRPT 2500	12.1	0.52		113.1	
					2SP IRPT NEUT	36.0	1.18		47.5	
					FED 3 MODE 52	9.8	0.66		526.9	
					FED 3 MODE 25	21.3	1.18		217.6	
					FED 3 MODE ID	63.2	1.54		78.1	
					FED 3 MODE IN	38.8	1.47		43.7	
					75 EXT. FTP 1	1.60	23.5	696.8	3.38	12.0
					HWFET	0.67	21.1	522.8	3.24	15.9
					FED SHORT CYC	1.15	24.7	566.9	1.78	14.6
					2SP IDLE 2500	17.8	0.29		166.9	
					2SP IDLE NEUT	79.8	0.18		55.0	
					FED 3 MODE 52	31.3	0.37		941.0	
					FED 3 MODE 25	41.2	0.48		401.5	
					FED 3 MODE ID	62.0	0.13		265.6	
					FED 3 MODE IN	117.1	0.15		52.5	

COMMENT : ADJ ICO, CHOKE, TIMING, IRPM. CLEAN AIR FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES, INC.
19900 E. COLFAX, AURORA, COLO. 80011

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5189	1975	FORD	LTD	400	75 BASIC FTP	1.96	40.5	717.2	1.92	11.3
					HWFET	0.70	33.3	563.7	1.70	14.4
					FED SHORT CYC	8.80	122.8	552.1	0.44	11.5
					2SP IDLE 2500	7.1	0.38		114.9	
					2SP IDLE NEUT	61.8	1.51		25.5	
					2SP IDIS 2500	315.0	0.46		51.4	
					2SP IDIS NEUT	104.5	1.54		23.2	
					2SP IRPT 2500	1.5	0.37		116.2	
					2SP IRPT NEUT	50.5	1.33		26.2	
					FED 3 MODE 52	21.5	0.73		463.7	
					FED 3 MODE 25	16.5	0.65		304.5	
					FED 3 MODE ID	79.8	2.76		25.8	
					FED 3 MODE IN	77.4	1.62		22.1	
					75 EXT. FTP 1	1.13	33.5	870.1	1.45	9.6
					HWFET	0.32	15.4	605.9	1.59	14.1
					FED SHORT CYC	0.64	24.4	739.0	0.94	11.4
					2SP IDLE 2500	4.5	0.16		60.6	
					2SP IDLE NEUT	7.9	0.38		47.5	
					FED 3 MODE 52	6.7	0.38		336.2	
					FED 3 MODE 25	0.7	0.38		125.5	
					FED 3 MODE ID	20.3	0.99		62.5	
					FED 3 MODE IN	5.2	0.63		42.6	

COMMENT : ADJ CHOKE, FIRPM, TIMING, IRPM, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
5190	1975	FORD	LTD	400	75 BASIC FTP	1.95	22.7	874.8	2.07	9.7
					HWFET	0.22	16.5	596.1	1.58	14.3
					FED SHORT CYC	0.54	23.7	713.4	1.01	11.8
					2SP IDLE 2500	0.0	0.19		62.6	
					2SP IDLE NEUT	2.4	0.16		66.1	
					2SP IDIS 2500	1126.6	0.36		52.6	
					2SP IDIS NEUT	1114.6	0.24		55.9	
					2SP IRPT 2500	46.5	0.18		63.0	
					2SP IRPT NEUT	45.5	0.15		66.6	
					FED 3 MODE 52	8.1	0.44		336.2	
					FED 3 MODE 25	29.7	0.32		297.2	
					FED 3 MODE ID	161.2	0.32		165.9	
					FED 3 MODE IN	25.8	0.18		64.4	
					75 EXT. FTP 1	2.05	31.1	883.0	2.08	9.5
					HWFET	0.30	7.9	586.9	2.20	14.8
					FED SHORT CYC	1.49	10.4	699.7	1.53	12.3
					2SP IDLE 2500	10.0	0.14		68.1	
					2SP IDLE NEUT	19.5	0.08		63.3	
					FED 3 MODE 52	18.6	0.20		433.1	
					FED 3 MODE 25	10.7	0.18		359.3	
					FED 3 MODE ID	53.1	0.11		177.0	
					FED 3 MODE IN	21.9	0.08		65.1	

COMMENT : ADJ CHOKE, TIMING, ICO.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5191	1975	FORD	LTD	400	75 BASIC FTP	2.42	67.0	763.5	1.34	10.1
					HWFET	0.96	67.6	538.0	0.72	13.7
					FED SHORT CYC	4.25	113.4	625.7	0.46	10.9
					2SP IDLE 2500	33.8	0.53		60.9	
					2SP IDLE NEUT	70.9	1.53		38.3	
					2SP IDIS 2500	29.3	0.62		64.4	
					2SP IDIS NEUT	73.5	1.98		37.9	
					2SP IRPT 2500	23.6	0.64		59.1	
					2SP IRPT NEUT	52.5	1.43		39.7	
					FED 3 MODE 52	31.9	1.02		307.7	
					FED 3 MODE 25	30.3	0.87		207.3	
					FED 3 MODE ID	119.5	3.38		42.2	
					FED 3 MODE IN	76.9	1.71		38.0	
					75 EXT. FTP 1	1.57	23.7	786.4	2.91	10.7
					HWFET	0.57	13.2	571.4	2.67	14.9
					FED SHORT CYC	1.52	13.5	651.4	2.02	13.1
					2SP IDLE 2500	12.4	0.15		140.1	
					2SP IDLE NEUT	81.0	0.09		45.5	
					FED 3 MODE 52	28.3	0.32		718.7	
					FED 3 MODE 25	28.9	0.26		331.9	
					FED 3 MODE ID	83.0	0.13		81.1	
					FED 3 MODE IN	120.3	0.06		35.3	
				COMMENT :	ADJ IRPM, TIMING, CHOKE, ICO. REPL AIR FILTER & VAC DIAP.					
5192	1975	LINC	CONT	460	75 BASIC FTP	5.26	136.9	670.7	1.70	9.8
					HWFET	2.68	77.7	480.6	2.09	14.5
					FED SHORT CYC	3.50	72.9	535.6	0.93	13.4
					2SP IDLE 2500	70.1	3.84		127.9	
					2SP IDLE NEUT	204.6	6.71		48.0	
					2SP IDIS 2500	1741.6	3.77		121.4	
					2SP IDIS NEUT	1976.8	6.93		36.7	
					2SP IRPT 2500	204.1	4.50		119.1	
					2SP IRPT NEUT	246.4	7.13		45.6	
					FED 3 MODE 52	111.6	3.80		369.5	
					FED 3 MODE 25	133.7	5.13		132.5	
					FED 3 MODE ID	281.9	7.11		52.3	
					FED 3 MODE IN	215.7	6.55		46.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	CO	RESULTS CO_2	----- NO_{xc}	FUEL ECON MPG
5193	1975	MERC	MONA	351	75 BASIC FTP	1.57	7.7	664.7	2.69	13.0
					HWFET	1.74	11.9	583.8	1.34	14.6
					FED SHORT CYC	4.10	18.3	579.0	0.95	14.3
					2SP IDLE 2500	153.8	0.00		124.7	
					2SP IDLE NEUT	33.0	0.00		145.4	
					2SP IDIS 2500	22.1	0.09		153.1	
					2SP IDIS NEUT	7.3	0.00		218.4	
					2SP IRPT 2500	151.9	0.00		134.3	
					2SP IRPT NEUT	31.5	0.00		193.2	
					FED 3 MODE 52	103.7	0.02		596.4	
					FED 3 MODE 25	39.0	0.02		495.3	
					FED 3 MODE ID	3.4	0.00		421.5	
					FED 3 MODE IN	3.2	0.00		138.5	
5194	1975	MERC	MARQ	400	75 BASIC FTP	1.65	17.1	777.8	2.22	11.0
					HWFET	0.76	16.4	521.2	1.76	16.2
					FED SHORT CYC	1.34	17.2	637.8	2.26	13.3
					2SP IDLE 2500	11.1	0.24		105.9	
					2SP IDLE NEUT	8.6	0.11		81.6	
					2SP IDIS 2500	273.3	0.36		93.9	
					2SP IDIS NEUT	222.7	0.24		69.7	
					2SP IRPT 2500	12.1	0.29		109.3	
					2SP IRPT NEUT	10.9	0.30		79.9	
					FED 3 MODE 52	27.9	0.51		428.9	
					FED 3 MODE 25	56.0	0.27		590.1	
					FED 3 MODE ID	25.0	0.17		234.9	
					FED 3 MODE IN	6.2	0.14		75.8	
					75 EXT. FTP 1	1.70	30.4	815.8	1.22	10.2
					HWFET	0.23	12.5	586.6	1.02	14.6
					FED SHORT CYC	2.04	9.5	632.9	1.06	13.6
					2SP IDLE 2500	27.9	0.06		70.8	
					2SP IDLE NEUT	118.3	0.08		69.4	
					FED 3 MODE 52	11.9	0.14		232.7	
					FED 3 MODE 25	13.0	0.20		204.1	
					FED 3 MODE ID	37.0	0.06		159.5	
					FED 3 MODE IN	65.4	0.12		72.0	

COMMENT : ADJ IRPM, CHOKE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5195	1975	OLDS	CUTL	260	75 BASIC FTP	1.84	46.0	472.3	1.05	16.1
					HWFET	0.60	17.6	376.9	1.29	21.8
					FED SHORT CYC	1.16	31.3	354.9	0.65	21.8
					2SP IDLE 2500	60.0	0.97		118.9	
					2SP IDLE NEUT	9.0	0.00		70.8	
					2SP IDIS 2500	83.4	0.03		79.7	
					2SP IDIS NEUT	3.7	0.01		92.4	
					2SP IRPT 2500	29.3	0.57		107.7	
					2SP IRPT NEUT	4.7	0.01		75.1	
					FED 3 MODE 52	15.7	0.04		517.4	
					FED 3 MODE 25	2.0	0.01		407.8	
					FED 3 MODE ID	0.0	0.00		209.7	
					FED 3 MODE IN	1.1	0.00		63.4	
					75 EXT. FTP 1	1.93	44.8	475.2	1.11	16.1
					HWFET	0.66	20.3	395.9	1.54	20.6
					FED SHORT CYC	0.80	21.2	388.4	0.81	20.9
					2SP IDLE 2500	0.0	0.01		160.6	
					2SP IDLE NEUT	17.4	0.00		84.7	
					FED 3 MODE 52	1.3	0.00		611.2	
					FED 3 MODE 25	0.0	0.00		435.2	
					FED 3 MODE ID	0.0	0.00		270.8	
					FED 3 MODE IN	2.4	0.00		66.5	
				COMMENT :	ADJ FIRPM, REGAP SPARK PLUGS.					
5196	1975	OLDS	SPRM	350	75 BASIC FTP	1.97	32.1	534.9	1.83	15.0
					HWFET	1.81	44.2	384.2	1.33	19.3
					FED SHORT CYC	0.69	10.6	453.7	1.26	18.8
					2SP IDLE 2500	14.0	0.02		122.3	
					2SP IDLE NEUT	20.1	0.00		83.6	
					2SP IDIS 2500	56.6	0.05		137.5	
					2SP IDIS NEUT	13.2	0.01		103.0	
					2SP IRPT 2500	19.9	0.43		88.9	
					2SP IRPT NEUT	10.1	0.01		82.3	
					FED 3 MODE 52	105.3	1.29		434.2	
					FED 3 MODE 25	10.5	0.02		557.3	
					FED 3 MODE ID	3.2	0.01		668.8	
					FED 3 MODE IN	17.8	0.01		87.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5197	1975	OLDS	CUTL	350	75 BASIC FTP	5.75	78.3	485.7	1.35	14.2
					HWFET	2.57	50.5	411.2	1.35	17.8
					FED SHORT CYC	5.47	61.5	385.5	1.01	17.8
					2SP IDLE 2500	151.3	1.64		110.9	
					2SP IDLE NEUT	702.2	6.77		15.0	
					2SP IDIS 2500	804.0	0.18		112.0	
					2SP IDIS NEUT	1976.8	5.11		13.6	
					2SP IRPT 2500	219.2	1.32		95.8	
					2SP IRPT NEUT	704.1	6.39		12.0	
					FED 3 MODE 52	180.1	1.54		379.4	
					FED 3 MODE 25	181.1	0.64		313.0	
					FED 3 MODE ID	464.4	6.59		19.1	
					FED 3 MODE IN	757.0	6.56		11.0	
5198	1975	OLDS	ROYA	455	75 BASIC FTP	1.83	28.2	649.0	2.06	12.7
					HWFET	1.69	42.7	452.8	1.83	16.9
					FED SHORT CYC	2.28	33.1	490.1	1.33	16.2
					2SP IDLE 2500	36.8	0.80		104.0	
					2SP IDLE NEUT	68.7	0.02		50.7	
					2SP IDIS 2500	519.4	0.17		193.7	
					2SP IDIS NEUT	310.4	0.02		51.9	
					2SP IRPT 2500	21.5	0.31		83.3	
					2SP IRPT NEUT	56.8	0.01		48.9	
					FED 3 MODE 52	20.1	0.31		350.9	
					FED 3 MODE 25	26.9	0.09		350.9	
					FED 3 MODE ID	27.5	0.02		121.8	
					FED 3 MODE IN	97.2	0.02		44.3	
5199	1975	PLYM	VALI	225	75 BASIC FTP	6.00	86.1	317.0	1.36	18.8
					HWFET	3.03	71.8	221.9	0.98	25.8
					FED SHORT CYC	5.86	62.7	250.3	1.14	24.2
					2SP IDLE 2500	193.6	1.39		308.8	
					2SP IDLE NEUT	247.4	3.85		58.5	
					2SP IDIS 2500	1618.8	0.57		448.9	
					2SP IDIS NEUT	1741.6	2.25		34.4	
					2SP IRPT 2500	247.4	1.45		301.4	
					2SP IRPT NEUT	294.1	4.13		57.8	
					FED 3 MODE 52	255.0	3.51		735.5	
					FED 3 MODE 25	277.3	1.76		753.5	
					FED 3 MODE IN	252.5	3.88		61.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5200	1975	PLYM	FURY	318	75 BASIC FTP	4.43	82.0	521.8	2.30	13.4
					HWFET	2.50	39.6	395.8	2.97	19.0
					FED SHORT CYC	4.86	130.9	347.7	0.91	15.6
					2SP IDLE 2500	135.5	1.69		329.8	
					2SP IDLE NEUT	260.1	6.64		49.1	
					2SP IDIS 2500	999.3	0.27		345.6	
					2SP IDIS NEUT	1976.8	4.03		42.3	
					2SP IRPT 2500	205.1	1.52		339.3	
					2SP IRPT NEUT	305.3	6.63		49.7	
					FED 3 MODE 52	119.3	0.12		1288.0	
					FED 3 MODE 25	248.4	1.45		1912.2	
					FED 3 MODE ID	314.0	6.87		52.9	
					FED 3 MODE IN	301.2	7.10		46.0	
					75 EXT. FTP 1	2.27	31.2	624.0	2.22	13.0
					HWFET	0.90	8.3	432.6	2.83	19.8
					FED SHORT CYC	2.05	27.6	451.4	1.94	17.7
					2SP IDLE 2500	26.9	0.04		310.9	
					2SP IDLE NEUT	33.2	0.00		50.9	
					FED 3 MODE 52	37.2	0.01		1087.4	
					FED 3 MODE 25	58.6	0.13		1592.7	
					FED 3 MODE ID	34.8	0.04		56.2	
					FED 3 MODE IN	46.5	0.01		51.9	

COMMENT : ADJ TIMING, ICO, IRPM, VAC BREAK.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5201	1975	PLYM	GRNF	360	75 BASIC FTP	2.49	53.5	597.7	2.35	12.9
					HWFET	1.42	28.1	396.6	4.56	19.9
					FED SHORT CYC	2.02	29.8	495.9	2.94	16.2
					2SP IDLE 2500	24.8	0.03		544.8	
					2SP IDLE NEUT	64.6	0.68		48.6	
					2SP IDIS 2500	47.1	0.02		701.8	
					2SP IDIS NEUT	240.9	0.08		50.5	
					2SP IRPT 2500	12.4	0.02		556.4	
					2SP IRPT NEUT	62.4	0.92		50.3	
					FED 3 MODE 52	26.4	0.41		1833.0	
					FED 3 MODE 25	21.9	0.01		1402.0	
					FED 3 MODE ID	83.2	0.40		61.7	
					FED 3 MODE IN	84.8	1.44		55.4	
					75 EXT. FTP 1	2.51	51.6	580.4	2.17	13.3
					HWFET	1.82	40.2	380.7	4.01	19.7
					FED SHORT CYC	1.57	18.7	472.7	2.34	17.5
					2SP IDLE 2500	10.1	0.03		1394.5	
					2SP IDLE NEUT	1.9	0.02		161.1	
					FED 3 MODE 52	26.2	0.72		5341.4	
					FED 3 MODE 25	6.9	0.02		4060.3	
					FED 3 MODE ID	4.5	0.02		219.2	
					FED 3 MODE IN	12.1	0.06		65.0	
		COMMENT :			ADJ ICO, IRPM.					
5202	1975	PONT	LEMA	350	75 BASIC FTP	1.72	36.4	576.5	2.95	13.9
					HWFET	1.26	36.8	403.4	2.78	19.1
					FED SHORT CYC	2.33	60.2	447.0	1.59	16.2
					2SP IDLE 2500	56.2	1.07		209.9	
					2SP IDLE NEUT	14.3	0.00		65.0	
					2SP IDIS 2500	1013.2	2.03		156.3	
					2SP IDIS NEUT	21.9	0.00		68.1	
					2SP IRPT 2500	72.3	2.31		160.3	
					2SP IRPT NEUT	15.1	0.00		64.7	
					FED 3 MODE 52	74.1	1.08		1231.1	
					FED 3 MODE 25	14.9	0.01		1719.0	
					FED 3 MODE ID	9.0	0.01		163.5	
					FED 3 MODE IN	7.1	0.01		62.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5203	1975	PONT	LEMA	350	75 BASIC FTP	2.33	45.9	570.2	2.98	13.7
					HWFET	0.63	15.1	434.3	3.82	19.3
					FED SHORT CYC	1.58	22.6	475.3	1.98	17.2
					2SP IDLE 2500	29.7	0.15		431.0	
					2SP IDLE NEUT	154.8	1.56		142.5	
					2SP IDIS 2500	548.5	0.06		541.6	
					2SP IDIS NEUT	866.9	0.12		122.9	
					2SP IRPT 2500	41.9	0.10		406.8	
					2SP IRPT NEUT	156.4	2.05		132.7	
					FED 3 MODE 52	37.4	0.06		3957.0	
					FED 3 MODE 25	24.4	0.01		2100.5	
					FED 3 MODE ID	149.9	1.24		210.8	
					FED 3 MODE IN	208.2	2.36		127.6	
5204	1975	PONT	CATA	400	75 BASIC FTP	3.71	75.8	556.4	3.61	12.9
					HWFET	0.94	15.1	440.6	5.96	19.0
					FED SHORT CYC	3.82	76.6	441.5	2.64	15.5
					2SP IDLE 2500	38.4	0.50		616.5	
					2SP IDLE NEUT	268.7	4.61		140.9	
					2SP IDIS 2500	727.6	0.09		767.2	
					2SP IDIS NEUT	1655.6	3.13		120.2	
					2SP IRPT 2500	118.7	1.08		648.1	
					2SP IRPT NEUT	307.3	4.94		129.2	
					FED 3 MODE 52	56.2	0.02		6498.6	
					FED 3 MODE 25	64.0	0.31		1236.0	
					FED 3 MODE ID	294.6	4.62		184.4	
					FED 3 MODE IN	335.9	4.83		118.1	
					75 EXT. FTP 1	2.02	27.7	608.6	3.27	13.5
					HWFET	0.67	10.2	441.6	5.07	19.3
					FED SHORT CYC	2.93	33.4	475.2	2.49	16.5
					2SP IDLE 2500	60.6	0.10		531.1	
					2SP IDLE NEUT	121.8	0.00		202.0	
					FED 3 MODE 52	42.9	0.01		5723.7	
					FED 3 MODE 25	37.2	0.00		3006.5	
					FED 3 MODE ID	86.1	0.00		477.4	
					FED 3 MODE IN	139.0	0.01		195.6	

COMMENT : ADJ TIMING, CHK, ICO, IRPM. REPL A/C SENS, FILTER, TIGHTEN FUEL LN.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5205	1975	DATS	B210	085	75 BASIC FTP	2.17	35.3	293.1	1.31	25.0
					HWFET	1.21	15.8	204.1	2.96	38.1
					FED SHORT CYC	1.10	15.7	247.4	0.81	32.2
					2SP IDLE 2500	37.8	0.29		101.1	
					2SP IDLE NEUT	72.7	0.64		32.3	
					2SP IDIS 2500	1966.4	0.23		184.7	
					2SP IDIS NEUT	1976.8	0.48		29.5	
					2SP IRPT 2500	120.1	0.36		106.9	
					2SP IRPT NEUT	116.5	0.61		33.0	
					FED 3 MODE 52	129.3	0.73		2377.9	
					FED 3 MODE 25	43.7	0.42		435.2	
					FED 3 MODE IN	64.6	0.71		38.7	
					75 EXT. FTP 1	2.12	35.2	278.4	1.08	26.1
					HWFET	1.28	18.9	197.0	2.65	38.5
					FED SHORT CYC	1.71	17.7	245.7	0.74	31.8
					2SP IDLE 2500	43.3	0.27		113.3	
					2SP IDLE NEUT	250.0	0.08		14.4	
					FED 3 MODE 52	152.3	1.12		2016.3	
					FED 3 MODE 25	201.1	0.18		1446.6	
					FED 3 MODE IN	170.6	0.07		16.9	
				COMMENT :	ADJ IDLE MIX, IRPM, FIRPM.					
5206	1975	DATS	610	119	75 BASIC FTP	2.06	37.4	322.7	2.07	22.9
					HWFET	1.09	20.6	241.1	3.81	32.1
					FED SHORT CYC	1.16	26.1	256.9	1.40	29.4
					2SP IDLE 2500	61.0	0.80		84.1	
					2SP IDLE NEUT	82.6	1.30		27.3	
					2SP IDIS 2500	1976.8	0.94		148.6	
					2SP IDIS NEUT	1976.8	2.03		20.7	
					2SP IRPT 2500	275.8	0.96		73.8	
					2SP IRPT NEUT	189.1	1.16		26.4	
					FED 3 MODE 52	157.3	1.62		1241.0	
					FED 3 MODE 25	132.5	1.20		635.4	
					FED 3 MODE IN	95.6	1.35		33.7	
					75 EXT. FTP 1	2.32	30.2	312.7	2.34	24.1
					HWFET	1.23	16.9	252.9	4.19	31.3
					FED SHORT CYC	2.35	33.9	458.5	6.55	17.1
					2SP IDLE 2500	11.5	0.85		82.2	
					2SP IDLE NEUT	103.3	0.08		30.1	
					FED 3 MODE 52	82.0	1.27		1409.4	
					FED 3 MODE 25	58.4	1.01		658.9	
					FED 3 MODE IN	86.9	0.10		35.9	
				COMMENT :	ADJ CHOKE, IDLE MIXTURE, IRPM, FIRPM.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5207	1975	FIAT	SPID	107	75 BASIC FTP	2.89	38.2	361.9	1.05	20.6
					HWFET	0.43	15.2	285.3	1.00	28.6
					FED SHORT CYC	1.46	24.8	317.5	0.53	24.6
					2SP IDLE 2500	48.5	0.41		35.7	
					2SP IDLE NEUT	33.0	1.33		16.5	
					2SP IDIS 2500	1976.8	0.91		24.1	
					2SP IDIS NEUT	1976.8	2.22		9.0	
					2SP IRPT 2500	140.4	0.48		29.4	
					2SP IRPT NEUT	118.7	1.41		13.1	
					FED 3 MODE 52	39.2	1.14		420.5	
					FED 3 MODE 25	15.7	0.71		149.9	
					FED 3 MODE IN	37.8	1.25		26.2	
5208	1975	HOND	CVCC	091	75 BASIC FTP	2.56	22.1	304.5	1.80	25.6
					HWFET	0.51	5.9	239.7	2.94	35.4
					FED SHORT CYC	1.49	23.9	238.1	1.11	31.7
					2SP IDLE 2500	33.8	0.69		106.4	
					2SP IDLE NEUT	146.5	1.18		67.9	
					2SP IDIS 2500	1976.8	0.23		89.3	
					2SP IDIS NEUT	1976.8	0.95		55.1	
					2SP IRPT 2500	133.5	0.26		104.3	
					2SP IRPT NEUT	200.6	0.68		67.4	
					FED 3 MODE 52	26.4	0.23		1000.7	
					FED 3 MODE 25	54.7	0.64		532.2	
					FED 3 MODE IN	112.4	0.67		71.7	
					75 EXT. FTP 1	2.23	14.6	301.4	1.97	26.8
					HWFET	0.33	3.8	231.2	2.92	37.3
					FED SHORT CYC	1.25	15.6	233.7	1.15	33.9
					2SP IDLE 2500	49.9	0.33		132.2	
					2SP IDLE NEUT	523.3	0.21		83.1	
					FED 3 MODE 52	19.9	0.20		1602.6	
					FED 3 MODE 25	29.7	0.42		785.1	
					FED 3 MODE IN	101.9	0.14		71.9	

COMMENT : ADJ DWELL, TIMING, ICO, IRPM. REPL PLUG & POINTS.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5209	1975	MAZD	808	096	75 BASIC FTP	1.31	50.7	377.5	0.55	19.2
					HWFET	0.27	20.2	299.4	0.76	26.7
					FED SHORT CYC	0.69	25.6	308.9	0.47	25.3
					2SP IDLE 2500	11.9	0.17		82.0	
					2SP IDLE NEUT	29.1	0.80		38.6	
					2SP IDIS 2500	471.1	0.98		80.6	
					2SP IDIS NEUT	1649.4	0.91		35.4	
					2SP IRPT 2500	116.9	0.17		81.4	
					2SP IRPT NEUT	92.4	0.80		40.0	
					FED 3 MODE 52	14.9	0.20		428.9	
					FED 3 MODE 25	3.7	1.14		143.6	
					FED 3 MODE IN	12.4	0.72		44.0	
					75 EXT. FTP 1	1.46	54.3	383.6	0.59	18.7
					HWFET	0.17	11.8	311.1	0.71	26.9
					FED SHORT CYC	0.61	22.6	269.4	0.39	28.9
					2SP IDLE 2500	0.0	0.22		59.4	
					2SP IDLE NEUT	0.0	0.63		26.8	
					FED 3 MODE 52	0.0	0.21		339.3	
					FED 3 MODE 25	0.0	0.55		143.3	
					FED 3 MODE IN	0.0	0.66		37.4	
				COMMENT :	ADJ ICO.					
5210	1975	TOYO	CORO	097	75 BASIC FTP	5.23	49.2	498.2	0.81	15.0
					HWFET	0.27	14.9	360.3	1.00	23.1
					FED SHORT CYC	1.24	10.6	432.4	0.91	19.6
					2SP IDLE 2500	22.1	0.08		96.1	
					2SP IDLE NEUT	82.4	1.79		29.5	
					2SP IDIS 2500	1976.8	0.34		78.4	
					2SP IDIS NEUT	1976.8	1.99		18.2	
					2SP IRPT 2500	126.6	0.07		99.9	
					2SP IRPT NEUT	153.0	2.11		27.8	
					FED 3 MODE 52	33.6	0.01		479.5	
					FED 3 MODE 25	23.8	0.03		474.2	
					FED 3 MODE IN	40.0	0.99		33.8	
					75 EXT. FTP 1	4.55	36.0	323.8	2.07	22.5
					HWFET	1.81	14.0	244.5	3.71	32.6
					FED SHORT CYC	2.72	17.8	266.3	1.86	29.3
					2SP IDLE 2500	18.2	0.52		47.6	
					2SP IDLE NEUT	113.2	0.18		26.0	
					FED 3 MODE 52	162.7	0.53		1966.7	
					FED 3 MODE 25	210.2	1.30		640.7	
					FED 3 MODE IN	129.5	0.16		29.3	
				COMMENT :	ADJ DWELL, TIMING, IRPM, FIRPM, LBI.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

AUTOMOTIVE TESTING LABORATORIES,INC.
19900 E. COLFAX, AURORA, COLO. 80011

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5211	1975	TOYO	CORO	133	75 BASIC FTP	1.41	32.6	389.8	2.28	19.9
					HWFET	0.59	16.0	303.7	4.25	26.8
					FED SHORT CYC	0.57	16.2	300.0	1.26	27.1
					2SP IDLE 2500	10.7	0.40		54.3	
					2SP IDLE NEUT	30.9	0.61		33.2	
					2SP IDIS 2500	1976.8	0.52		56.7	
					2SP IDIS NEUT	1976.8	0.72		22.2	
					2SP IRPT 2500	200.6	0.38		59.3	
					2SP IRPT NEUT	152.5	0.65		33.3	
					FED 3 MODE 52	66.6	0.66		1478.8	
					FED 3 MODE 25	142.6	1.60		596.4	
					FED 3 MODE ID	143.8	1.17		87.0	
					FED 3 MODE IN	56.8	0.58		34.5	
					75 EXT. FTP 1	1.11	25.4	384.5	2.28	20.7
					HWFET	0.50	12.6	319.8	4.40	26.0
					FED SHORT CYC	0.60	11.8	334.7	1.65	25.0
					2SP IDLE 2500	12.2	0.32		72.4	
					2SP IDLE NEUT	84.4	0.18		39.7	
					FED 3 MODE 52	46.9	0.52		1694.3	
					FED 3 MODE 25	104.7	1.24		750.5	
					FED 3 MODE ID	87.5	0.19		115.2	
					FED 3 MODE IN	52.7	0.24		44.8	
				COMMENT :	ADJ ICO, TIMING, IRPM.					
5212	1975	VOLK	RABB	090	75 BASIC FTP	2.46	31.5	279.0	2.24	26.4
					HWFET	0.91	31.1	203.3	2.19	34.8
					FED SHORT CYC	1.11	37.7	212.2	0.97	32.3
					2SP IDLE 2500	465.4	0.74		98.5	
					2SP IDLE NEUT	123.6	0.66		47.5	
					2SP IDIS 2500	1976.8	1.28		119.2	
					2SP IDIS NEUT	1976.8	0.62		44.9	
					2SP IRPT 2500	721.7	0.68		109.6	
					2SP IRPT NEUT	243.9	0.89		46.7	
					FED 3 MODE 52	134.0	1.90		1201.3	
					FED 3 MODE 25	146.8	1.81		842.2	
					FED 3 MODE IN	106.8	0.39		52.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5213	1975	VOLK	SEDA	097	75 BASIC FTP	2.37	43.4	294.8	1.45	24.0
					HWFET	1.71	38.9	200.4	1.57	33.2
					FED SHORT CYC	1.76	36.0	244.8	1.06	28.9
					2SP IDLE 2500	121.6	2.83		195.3	
					2SP IDLE NEUT	184.6	3.08		131.7	
					2SP IDIS 2500	137.8	3.54		142.6	
					2SP IDIS NEUT	195.1	3.13		124.4	
					2SP IRPT 2500	100.1	1.52		150.9	
					2SP IRPT NEUT	161.5	1.97		104.5	
					FED 3 MODE 52	171.8	2.57		1281.7	
					FED 3 MODE 25	127.0	2.35		713.0	
					FED 3 MODE IN	90.5	2.19		135.2	
6322	1976	BUIC	REGA	350	75 BASIC FTP	3.59	87.8	543.3	1.78	12.8
					HWFET	1.85	50.0	400.1	2.06	18.3
					FED SHORT CYC	3.58	92.2	409.4	0.78	15.7
					2SP IDLE 2500	46.3	0.78		183.7	
					2SP IDLE NEUT	155.8	2.03		56.4	
					2SP IDIS 2500	457.8	0.14		183.7	
					2SP IDIS NEUT	991.4	0.33		53.4	
					2SP IRPT 2500	34.0	0.74		171.3	
					2SP IRPT NEUT	115.9	2.15		41.1	
					FED 3 MODE 52	36.2	0.33		661.9	
					FED 3 MODE 25	144.6	1.49		598.8	
					FED 3 MODE ID	172.5	1.64		90.5	
					FED 3 MODE IN	173.2	1.45		42.9	
6323	1976	OLDS	NNTY	455	75 BASIC FTP	5.93	115.4	570.5	4.02	11.5
					HWFET	2.68	44.6	468.1	5.10	16.2
					FED SHORT CYC	5.63	86.4	466.0	2.99	14.3
					2SP IDLE 2500	51.3	0.00		350.5	
					2SP IDLE NEUT	598.9	8.32		24.7	
					2SP IDIS 2500	275.1	0.01		554.8	
					2SP IDIS NEUT	1976.8	7.21		11.9	
					2SP IRPT 2500	100.5	0.01		296.4	
					2SP IRPT NEUT	680.7	8.54		9.9	
					FED 3 MODE 52	77.6	0.00		2468.7	
					FED 3 MODE 25	72.1	0.00		1985.0	
					FED 3 MODE ID	453.7	8.52		18.3	
					FED 3 MODE IN	688.5	8.12		12.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
5324	1975	PLYM	GRNF	360	75 BASIC FTP	5.40	121.5	564.6	2.02	11.5
					HWFET	1.58	36.7	453.5	3.52	17.2
					FED SHORT CYC	6.51	129.6	415.6	1.87	13.9
					2SP IDLE 2500	279.4	3.55		249.3	
					2SP IDLE NEUT	529.1	9.64		18.7	
					2SP IDIS 2500	1345.1	0.72		425.6	
					2SP IDIS NEUT	643.7	9.31		19.9	
					2SP IRPT 2500	259.6	3.47		243.3	
					2SP IRPT NEUT	567.9	9.50		18.7	
					FED 3 MODE 52	30.1	0.33		1227.4	
					FED 3 MODE 25	206.1	3.94		607.8	
					FED 3 MODE ID	667.1	9.85		16.9	
					FED 3 MODE IN	690.5	9.99		16.4	
6325	1976	OLDS	NNTY	455	75 BASIC FTP	4.81	117.2	534.8	0.96	12.1
					HWFET	2.52	80.6	419.2	1.01	16.0
					FED SHORT CYC	3.82	69.2	439.9	0.70	15.8
					2SP IDLE 2500	95.4	2.71		116.0	
					2SP IDLE NEUT	379.3	4.14		38.6	
					2SP IDIS 2500	1148.5	0.73		112.3	
					2SP IDIS NEUT	1582.1	1.88		34.5	
					2SP IRPT 2500	124.4	2.76		105.6	
					2SP IRPT NEUT	386.0	4.11		26.9	
					FED 3 MODE 52	107.6	2.62		505.8	
					FED 3 MODE 25	135.7	2.01		254.0	
					FED 3 MODE ID	314.5	4.48		33.2	
					FED 3 MODE IN	411.0	4.05		26.9	
5326	1975	DATS	710	119	75 BASIC FTP	2.25	33.3	298.8	2.26	24.8
					HWFET	1.49	24.4	229.6	3.00	32.6
					FED SHORT CYC	1.43	24.1	237.6	1.58	31.7
					2SP IDLE 2500	33.8	0.61		88.1	
					2SP IDLE NEUT	80.8	0.37		33.6	
					2SP IDIS 2500	26.9	0.73		129.2	
					2SP IDIS NEUT	75.7	0.46		31.0	
					2SP IRPT 2500	29.5	0.64		96.1	
					2SP IRPT NEUT	76.7	0.44		31.8	
					FED 3 MODE 52	128.1	1.50		1602.7	
					FED 3 MODE 25	189.1	1.20		1024.4	
					FED 3 MODE IN	81.4	0.49		34.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6327	1976	CHRY	NEWP	360	75 BASIC FTP	10.52	231.6	617.4	1.09	8.7
					HWFET	4.29	118.3	395.7	1.08	14.9
					FED SHORT CYC	10.85	164.1	459.4	0.55	11.8
					2SP IDLE 2500	86.7	3.56		154.7	
					2SP IDLE NEUT	708.0	6.71		25.6	
					2SP IDIS 2500	1333.0	1.51		198.5	
					2SP IDIS NEUT	1827.9	4.46		27.0	
					2SP IRPT 2500	214.7	3.47		166.1	
					2SP IRPT NEUT	698.3	7.13		24.1	
					FED 3 MODE 52	138.0	3.36		557.4	
					FED 3 MODE 25	137.0	1.91		289.8	
					FED 3 MODE ID	297.7	6.37		31.9	
					FED 3 MODE IN	753.0	7.35		21.7	
5328	1975	PONT	CATA	400	75 BASIC FTP	6.30	137.6	520.6	0.82	11.7
					HWFET	2.88	79.2	387.3	1.05	17.0
					FED SHORT CYC	8.19	133.5	408.8	0.47	13.8
					2SP IDLE 2500	112.4	2.48		109.1	
					2SP IDLE NEUT	628.1	4.03		37.2	
					2SP IDIS 2500	1264.6	0.57		117.6	
					2SP IDIS NEUT	1873.3	2.04		24.7	
					2SP IRPT 2500	128.4	2.85		88.3	
					2SP IRPT NEUT	519.4	4.74		27.8	
					FED 3 MODE 52	137.8	0.79		650.2	
					FED 3 MODE 25	286.5	3.35		215.2	
					FED 3 MODE ID	375.8	3.63		58.4	
					FED 3 MODE IN	610.6	3.98		35.5	
5329	1975	FORD	LTD	400	75 BASIC FTP	2.16	64.6	815.8	1.28	9.6
					HWFET	0.48	31.5	606.5	1.05	13.5
					FED SHORT CYC	19.64	108.5	658.6	0.56	10.0
					2SP IDLE 2500	16.3	0.47		78.3	
					2SP IDLE NEUT	53.9	1.50		39.8	
					2SP IDIS 2500	847.3	0.54		115.4	
					2SP IDIS NEUT	1462.2	1.19		36.6	
					2SP IRPT 2500	44.3	0.51		81.8	
					2SP IRPT NEUT	68.4	1.45		39.9	
					FED 3 MODE 52	36.2	0.82		365.7	
					FED 3 MODE 25	36.0	0.61		153.1	
					FED 3 MODE ID	78.2	2.21		45.6	
					FED 3 MODE IN	74.5	1.59		38.0	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5330	1975	CHEV	MALI	350	75 BASIC FTP	2.21	37.1	564.5	1.06	14.1
					HWFET	0.70	24.6	409.7	1.16	19.7
					FED SHORT CYC	1.64	34.5	450.1	0.75	17.4
					2SP IDLE 2500	41.6	0.25		99.0	
					2SP IDLE NEUT	64.0	0.00		70.3	
					2SP IDIS 2500	231.8	0.07		178.9	
					2SP IDIS NEUT	22.5	0.01		66.9	
					2SP IRPT 2500	86.1	0.07		110.9	
					2SP IRPT NEUT	34.6	0.02		79.1	
					FED 3 MODE 52	86.8	0.15		308.8	
					FED 3 MODE 25	136.1	0.25		248.7	
					FED 3 MODE ID	51.5	0.00		206.7	
					FED 3 MODE IN	67.4	0.00		63.4	
6331	1976	PLYM	VOLA	318	75 BASIC FTP	6.13	94.1	482.9	1.36	13.7
					HWFET	2.84	50.5	394.2	1.68	18.4
					FED SHORT CYC	5.40	78.6	381.7	0.92	17.0
					2SP IDLE 2500	246.4	0.86		120.7	
					2SP IDLE NEUT	381.4	6.34		36.9	
					2SP IDIS 2500	1288.7	0.52		141.2	
					2SP IDIS NEUT	1830.0	5.12		38.7	
					2SP IRPT 2500	265.7	0.93		125.0	
					2SP IRPT NEUT	409.0	6.07		41.6	
					FED 3 MODE 52	117.1	1.04		613.3	
					FED 3 MODE 25	186.8	1.07		618.6	
					FED 3 MODE ID	388.5	7.10		43.9	
					FED 3 MODE IN	390.1	6.63		37.4	
5332	1975	CHEV	STAW	350	75 BASIC FTP	4.90	55.7	554.4	3.00	13.5
					HWFET	3.24	38.2	424.8	2.96	17.9
					FED SHORT CYC	4.17	32.9	457.7	2.09	17.0
					2SP IDLE 2500	107.4	1.95		172.8	
					2SP IDLE NEUT	183.6	0.66		43.8	
					2SP IDIS 2500	1580.1	1.00		229.0	
					2SP IDIS NEUT	1531.2	0.14		47.8	
					2SP IRPT 2500	141.9	2.05		179.1	
					2SP IRPT NEUT	208.7	0.42		44.1	
					FED 3 MODE 52	180.1	1.29		820.9	
					FED 3 MODE 25	304.3	3.11		359.3	
					FED 3 MODE ID	342.2	1.07		49.9	
					FED 3 MODE IN	195.1	0.26		39.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	RESULTS CO	CO_2	----- NO_{xc}	FUEL ECON MPG
5333	1975	CADI	DEVI	500	75 BASIC FTP	6.18	140.6	561.2	1.55	11.1
					HWFET	3.46	117.1	424.2	1.00	14.3
					FED SHORT CYC	8.81	220.5	361.6	0.41	12.1
					2SP IDLE 2500	224.7	6.53		96.6	
					2SP IDLE NEUT	837.4	8.32		23.6	
					2SP IDIS 2500	1719.0	4.40		134.0	
					2SP IDIS NEUT	1976.8	6.42		30.0	
					2SP IRPT 2500	251.5	5.65		115.4	
					2SP IRPT NEUT	804.0	8.28		25.7	
					FED 3 MODE 52	195.1	4.19		342.5	
					FED 3 MODE 25	260.1	4.87		474.2	
					FED 3 MODE ID	534.9	9.07		32.9	
					FED 3 MODE IN	983.5	8.79		17.2	
5334	1975	CHEV	MALI	350	75 BASIC FTP	4.49	101.9	480.4	1.38	13.6
					HWFET	1.68	41.6	407.1	2.42	18.6
					FED SHORT CYC	3.72	84.3	384.4	0.80	16.8
					2SP IDLE 2500	99.0	2.96		117.0	
					2SP IDLE NEUT	304.3	4.59		44.4	
					2SP IDIS 2500	1399.5	0.49		147.0	
					2SP IDIS NEUT	1725.2	1.95		35.3	
					2SP IRPT 2500	107.4	3.08		103.8	
					2SP IRPT NEUT	372.7	4.27		29.1	
					FED 3 MODE 52	33.2	0.18		762.9	
					FED 3 MODE 25	146.3	3.50		113.1	
					FED 3 MODE ID	270.7	5.43		40.2	
					FED 3 MODE IN	287.0	4.52		30.8	
6335	1976	FORD	GRAN	302	75 BASIC FTP	3.85	89.7	516.8	2.23	13.2
					HWFET	2.61	77.2	387.9	2.08	17.1
					FED SHORT CYC	2.89	58.2	422.1	1.61	17.0
					2SP IDLE 2500	78.6	1.68		202.7	
					2SP IDLE NEUT	199.2	2.75		60.0	
					2SP IDIS 2500	1170.5	0.26		229.3	
					2SP IDIS NEUT	1561.7	0.74		53.1	
					2SP IRPT 2500	92.8	1.54		187.9	
					2SP IRPT NEUT	203.1	2.70		57.4	
					FED 3 MODE 52	0.0	2.72		796.7	
					FED 3 MODE 25	32.8	1.71		644.9	
					FED 3 MODE ID	100.9	3.55		69.1	
					FED 3 MODE IN	34.2	2.88		57.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5336	1975	CHRY	NEWP	440	75 BASIC FTP	10.22	299.6	527.6	0.72	8.6
					HWFET	6.55	224.4	370.6	0.82	11.9
					FED SHORT CYC	9.89	278.1	436.6	0.42	9.8
					2SP IDLE 2500	199.4	7.77		97.9	
					2SP IDLE NEUT	259.1	8.55		34.9	
					2SP IDIS 2500	565.9	6.36		78.8	
					2SP IDIS NEUT	712.0	6.51		34.8	
					2SP IRPT 2500	204.1	7.72		99.3	
					2SP IRPT NEUT	262.1	8.41		34.5	
					FED 3 MODE 52	221.7	6.63		337.2	
					FED 3 MODE 25	302.8	7.74		99.5	
					FED 3 MODE ID	321.1	8.98		33.7	
					FED 3 MODE IN	253.5	8.55		34.4	
5337	1975	OLDS	DELT	350	75 BASIC FTP	3.80	59.7	499.7	1.88	14.7
					HWFET	1.26	21.6	408.0	1.92	19.9
					FED SHORT CYC	3.48	28.5	401.9	1.66	19.4
					2SP IDLE 2500	47.1	0.00		231.7	
					2SP IDLE NEUT	710.0	2.66		33.0	
					2SP IDIS 2500	238.3	0.00		338.3	
					2SP IDIS NEUT	1651.5	1.15		30.2	
					2SP IRPT 2500	44.9	0.00		215.5	
					2SP IRPT NEUT	597.0	3.03		21.8	
					FED 3 MODE 52	49.9	0.03		581.7	
					FED 3 MODE 25	37.4	0.00		922.1	
					FED 3 MODE ID	375.8	3.80		50.8	
					FED 3 MODE IN	692.4	2.74		20.3	
6338	1976	FORD	TORI	351	75 BASIC FTP	4.54	83.4	557.2	1.63	12.6
					HWFET	0.84	8.6	462.3	2.32	18.5
					FED SHORT CYC	4.00	47.0	467.3	1.37	16.0
					2SP IDLE 2500	190.6	0.05		132.4	
					2SP IDLE NEUT	845.3	3.65		63.7	
					2SP IDIS 2500	519.4	0.07		109.6	
					2SP IDIS NEUT	1272.6	2.68		54.1	
					2SP IRPT 2500	246.9	0.03		134.8	
					2SP IRPT NEUT	772.6	3.80		61.6	
					FED 3 MODE 52	79.4	0.09		689.2	
					FED 3 MODE 25	73.5	0.02		344.6	
					FED 3 MODE ID	367.6	5.02		110.1	
					FED 3 MODE IN	941.9	3.87		56.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6339	1976	FORD	STAW	460	75 BASIC FTP	2.64	27.5	706.3	2.52	11.7
					HWFET	0.46	6.8	555.3	1.89	15.6
					FED SHORT CYC	3.25	92.9	536.0	0.53	12.8
					2SP IDLE 2500	10.7	0.03		89.7	
					2SP IDLE NEUT	237.3	2.90		46.6	
					2SP IDIS 2500	0.0	0.05		87.2	
					2SP IDIS NEUT	334.4	1.23		37.4	
					2SP IRPT 2500	0.0	0.02		75.9	
					2SP IRPT NEUT	153.4	3.21		45.2	
					FED 3 MODE 52	14.3	0.11		319.3	
					FED 3 MODE 25	10.0	0.24		295.1	
					FED 3 MODE ID	221.2	3.64		69.2	
					FED 3 MODE IN	227.3	3.82		42.4	
6340	1976	VOLK	RABB	097	75 BASIC FTP	3.58	63.6	366.2	0.58	18.6
					HWFET	0.84	37.1	293.7	0.70	25.0
					FED SHORT CYC	3.10	67.3	302.7	0.54	21.2
					2SP IDLE 2500	12.4	1.14		38.4	
					2SP IDLE NEUT	55.3	2.27		30.5	
					2SP IDIS 2500	1976.8	1.56		33.6	
					2SP IDIS NEUT	1976.8	3.35		36.1	
					2SP IRPT 2500	206.1	1.17		35.9	
					2SP IRPT NEUT	150.9	2.49		26.1	
					FED 3 MODE 52	47.3	2.40		419.4	
					FED 3 MODE 25	48.1	2.84		182.8	
					FED 3 MODE IN	183.1	5.33		34.6	
5341	1975	FORD	LTD	400	75 BASIC FTP	1.57	42.5	737.4	2.06	11.0
					HWFET	0.34	20.2	590.9	1.76	14.2
					FED SHORT CYC	1.98	73.4	556.1	0.66	13.1
					2SP IDLE 2500	11.1	0.34		117.8	
					2SP IDLE NEUT	82.0	1.14		31.5	
					2SP IDIS 2500	225.2	0.36		103.8	
					2SP IDIS NEUT	102.9	0.93		28.7	
					2SP IRPT 2500	16.8	0.17		131.4	
					2SP IRPT NEUT	77.8	0.83		33.9	
					FED 3 MODE 52	12.8	0.34		595.4	
					FED 3 MODE 25	18.0	0.67		235.0	
					FED 3 MODE ID	98.8	1.56		43.3	
					FED 3 MODE IN	71.1	1.21		31.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	CO	RESULTS CO_2	----- NO_{xc}	FUEL ECON MPG
5342	1975	FORD	TORI	400	75 BASIC FTP	2.27	62.6	763.1	1.14	10.2
					HWFET	2.97	84.8	483.4	1.29	14.2
					FED SHORT CYC	2.07	73.3	634.2	0.58	11.7
					2SP IDLE 2500	18.8	0.47		48.5	
					2SP IDLE NEUT	61.2	1.74		26.7	
					2SP IDIS 2500	678.8	0.63		55.7	
					2SP IDIS NEUT	914.3	3.35		33.7	
					2SP IRPT 2500	83.0	3.23		90.2	
					2SP IRPT NEUT	401.7	7.74		31.2	
					FED 3 MODE 52	22.5	0.91		279.3	
					FED 3 MODE 25	20.9	0.79		209.6	
					FED 3 MODE ID	433.9	8.79		26.3	
					FED 3 MODE IN	413.2	8.21		28.0	
5343	1975	FORD	TORI	351	75 BASIC FTP	2.83	36.9	626.6	2.20	12.8
					HWFET	2.13	56.7	440.0	2.55	16.6
					FED SHORT CYC	3.25	32.3	564.3	1.60	14.2
					2SP IDLE 2500	44.3	0.47		112.3	
					2SP IDLE NEUT	622.3	0.08		44.6	
					2SP IDIS 2500	1576.0	0.63		93.5	
					2SP IDIS NEUT	1723.1	0.07		49.4	
					2SP IRPT 2500	81.2	1.20		116.5	
					2SP IRPT NEUT	579.5	0.11		49.8	
					FED 3 MODE 52	102.5	1.31		935.8	
					FED 3 MODE 25	68.4	0.81		370.9	
					FED 3 MODE ID	184.1	0.15		86.2	
					FED 3 MODE IN	428.7	0.26		48.1	
5344	1975	OLDS	STAW	455	75 BASIC FTP	5.77	118.3	633.1	1.90	10.6
					HWFET	2.74	70.9	501.0	1.75	14.3
					FED SHORT CYC	4.62	82.0	507.7	1.44	13.6
					2SP IDLE 2500	55.1	1.08		165.1	
					2SP IDLE NEUT	577.6	6.87		14.8	
					2SP IDIS 2500	536.8	0.12		161.3	
					2SP IDIS NEUT	1786.8	4.40		9.1	
					2SP IRPT 2500	74.3	1.20		122.3	
					2SP IRPT NEUT	517.5	6.55		10.3	
					FED 3 MODE 52	114.5	1.79		628.1	
					FED 3 MODE 25	172.9	1.55		442.6	
					FED 3 MODE ID	426.3	6.42		12.8	
					FED 3 MODE IN	542.7	5.84		11.5	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5345	1975	CHEV	IMPA	350	75 BASIC FTP	2.93	58.0	584.3	1.70	13.0
					HWFET	1.50	36.6	449.7	2.33	17.3
					FED SHORT CYC	2.75	50.6	460.7	1.13	16.2
					2SP IDLE 2500	36.8	0.83		93.3	
					2SP IDLE NEUT	29.1	0.00		61.5	
					2SP IDIS 2500	281.9	0.25		135.9	
					2SP IDIS NEUT	24.0	0.00		58.9	
					2SP IRPT 2500	37.8	0.88		80.2	
					2SP IRPT NEUT	27.3	0.00		57.6	
					FED 3 MODE 52	42.7	0.74		613.3	
					FED 3 MODE 25	114.9	1.43		281.4	
					FED 3 MODE ID	21.3	0.00		117.8	
					FED 3 MODE IN	31.1	0.00		54.3	
5346	1975	MERC	MONA	302	75 BASIC FTP	2.38	40.4	646.3	0.68	12.4
					HWFET	1.39	25.9	471.3	0.78	17.2
					FED SHORT CYC	2.84	61.6	504.2	0.36	14.6
					2SP IDLE 2500	15.1	0.06		89.1	
					2SP IDLE NEUT	42.3	0.01		39.7	
					2SP IDIS 2500	969.6	0.11		119.9	
					2SP IDIS NEUT	598.9	0.03		33.1	
					2SP IRPT 2500	28.7	0.06		96.6	
					2SP IRPT NEUT	49.7	0.00		39.8	
					FED 3 MODE 52	74.3	0.37		279.3	
					FED 3 MODE 25	93.6	0.13		182.3	
					FED 3 MODE ID	95.4	0.01		51.8	
					FED 3 MODE IN	45.7	0.00		38.4	
5347	1975	MERC	COME	250	75 BASIC FTP	1.92	26.1	525.6	0.98	15.5
					HWFET	0.16	3.8	433.9	1.08	20.2
					FED SHORT CYC	5.37	11.4	445.6	0.29	18.5
					2SP IDLE 2500	35.8	0.00		58.0	
					2SP IDLE NEUT	31.9	0.00		26.5	
					2SP IDIS 2500	43.1	0.09		67.4	
					2SP IDIS NEUT	24.6	0.00		28.6	
					2SP IRPT 2500	15.7	0.00		58.5	
					2SP IRPT NEUT	18.0	0.00		26.5	
					FED 3 MODE 52	20.7	0.04		395.2	
					FED 3 MODE 25	28.3	0.07		59.4	
					FED 3 MODE IN	26.6	0.00		27.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5348	1975	CADI	DEVI	500	75 BASIC FTP	4.08	121.1	639.6	1.87	10.5
					HWFET	2.38	93.0	450.9	1.33	14.7
					FED SHORT CYC	3.59	106.8	494.4	1.69	13.2
					2SP IDLE 2500	79.0	2.81		122.1	
					2SP IDLE NEUT	268.2	1.88		63.6	
					2SP IDIS 2500	1146.5	1.35		192.1	
					2SP IDIS NEUT	1326.9	0.58		43.2	
					2SP IRPT 2500	124.4	2.82		104.0	
					2SP IRPT NEUT	277.3	2.35		50.1	
					FED 3 MODE 52	111.2	2.93		411.0	
					FED 3 MODE 25	438.5	0.41		222.1	
					FED 3 MODE ID	195.6	2.34		150.2	
					FED 3 MODE IN	266.2	2.25		54.5	
6349	1976	FORD	LTD	400	75 BASIC FTP	2.03	33.1	653.7	1.57	12.5
					HWFET	0.89	22.7	472.0	1.41	17.4
					FED SHORT CYC	1.52	14.6	467.0	1.29	17.9
					2SP IDLE 2500	39.6	0.14		122.6	
					2SP IDLE NEUT	366.6	0.03		139.9	
					2SP IDIS 2500	1035.0	0.18		109.9	
					2SP IDIS NEUT	1078.7	0.08		124.5	
					2SP IRPT 2500	74.9	0.18		114.4	
					2SP IRPT NEUT	293.1	0.05		124.2	
					FED 3 MODE 52	54.9	0.15		389.9	
					FED 3 MODE 25	82.0	0.16		343.5	
					FED 3 MODE ID	156.8	0.24		258.2	
					FED 3 MODE IN	317.5	0.05		107.7	
5350	1975	PONT	CATA	400	75 BASIC FTP	3.60	59.5	617.8	2.84	12.3
					HWFET	0.68	10.0	470.8	4.05	18.2
					FED SHORT CYC	3.23	26.0	515.6	2.59	15.7
					2SP IDLE 2500	62.0	0.00		229.8	
					2SP IDLE NEUT	579.5	1.54		37.8	
					2SP IDIS 2500	567.9	0.01		284.5	
					2SP IDIS NEUT	1385.4	0.41		39.8	
					2SP IRPT 2500	51.9	0.00		235.1	
					2SP IRPT NEUT	511.7	2.01		39.9	
					FED 3 MODE 52	48.5	0.00		1023.0	
					FED 3 MODE 25	50.9	0.00		890.4	
					FED 3 MODE ID	290.5	3.00		52.7	
					FED 3 MODE IN	509.7	2.41		37.3	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

						EMISSION RESULTS				
VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
5351	1975	PLYM	DUST	318	75 BASIC FTP	7.01	96.0	449.9	1.52	14.2
					HWFET	3.36	0.8	328.7	1.74	26.0
					FED SHORT CYC	7.03	106.4	572.5	2.92	11.6
					2SP IDLE 2500	195.6	1.05		530.1	
					2SP IDLE NEUT	661.2	8.34		29.1	
					2SP IDIS 2500	1367.2	0.10		358.3	
					2SP IDIS NEUT	1976.8	5.50		30.1	
					2SP IRPT 2500	286.5	0.90		493.2	
					2SP IRPT NEUT	768.7	8.23		27.8	
					FED 3 MODE 52	310.9	1.73		953.7	
					FED 3 MODE 25	341.5	2.88		1023.0	
					FED 3 MODE ID	770.7	8.70		29.4	
					FED 3 MODE IN	708.0	8.32		29.3	
6352	1976	CHEV	C10	350	75 BASIC FTP	3.78	58.7	588.5	4.15	12.8
					HWFET	2.32	31.7	476.3	5.36	16.6
					FED SHORT CYC	3.07	32.2	522.9	3.72	15.2
					2SP IDLE 2500	25.6	0.15		359.3	
					2SP IDLE NEUT	150.5	3.27		49.4	
					2SP IDIS 2500	1349.1	0.16		448.9	
					2SP IDIS NEUT	1937.4	2.31		48.3	
					2SP IRPT 2500	61.0	0.14		365.7	
					2SP IRPT NEUT	176.7	3.49		50.7	
					FED 3 MODE 52	62.6	0.29		1924.6	
					FED 3 MODE 25	85.9	0.19		1020.5	
					FED 3 MODE ID	224.2	4.85		64.2	
					FED 3 MODE IN	216.7	4.82		45.1	
8353	1978	FORD	F250	300	75 BASIC FTP	4.07	54.5	559.5	4.29	13.5
					HWFET	1.14	6.7	437.7	5.63	19.6
					FED SHORT CYC	2.09	20.8	473.5	3.73	17.3
					2SP IDLE 2500	8.6	0.13		242.8	
					2SP IDLE NEUT	80.2	3.00		63.3	
					2SP IDIS 2500	1671.9	0.14		376.2	
					2SP IDIS NEUT	1976.8	2.25		55.0	
					2SP IRPT 2500	21.5	0.13		271.9	
					2SP IRPT NEUT	91.7	3.10		63.7	
					FED 3 MODE 52	35.8	0.12		1667.0	
					FED 3 MODE 25	86.7	0.06		1082.4	
					FED 3 MODE IN	85.9	2.46		66.8	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7354	1977	DODG	B100	318	75 BASIC FTP	5.92	65.4	474.1	2.28	14.9
					HWFET	2.78	36.3	372.9	2.54	20.2
					FED SHORT CYC	4.27	42.7	396.0	2.31	18.6
					2SP IDLE 2500	1361.2	0.64		211.5	
					2SP IDLE NEUT	211.2	2.26		62.1	
					2SP IDIS 2500	361.3	0.22		248.7	
					2SP IDIS NEUT	1470.3	0.14		69.8	
					2SP IRPT 2500	1515.0	0.09		323.5	
					2SP IRPT NEUT	233.3	1.76		69.3	
					FED 3 MODE 52	187.6	1.27		1216.2	
					FED 3 MODE 25	263.6	0.81		1134.5	
					FED 3 MODE IN	186.6	2.35		69.0	
					75 A/M FTP	4.09	48.0	481.8	1.77	15.6
					HWFET	2.12	35.7	343.4	2.04	21.8
					FED SHORT CYC	2.82	19.9	412.1	2.13	19.6
					2SP IDLE 2500	190.1	2.22		258.4	
					2SP IDLE NEUT	120.9	0.43		93.0	
					2SP IDIS 2500	1708.8	1.35		322.4	
					2SP IDIS NEUT	1665.8	0.17		90.2	
					2SP IRPT 2500	343.6	2.02		254.3	
					2SP IRPT NEUT	147.3	0.18		88.1	
					FED 3 MODE 52	180.2	1.17		1258.1	
					FED 3 MODE 25	203.1	0.10		1784.4	
					FED 3 MODE IN	96.8	0.15		88.9	

COMMENT : ADJ TIMING, IRPM, IDLE MIXTURE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM).

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION HC	CO	RESULTS CO_2	----- NO_{xc}	FUEL ECON MPG
7355	1977	FORD	F150	351	75 BASIC FTP	7.61	120.2	492.8	1.58	12.6
					HWFET	2.90	33.9	386.7	3.86	19.8
					FED SHORT CYC	4.06	46.8	423.7	1.68	17.4
					2SP IDLE 2500	118.2	1.69		287.7	
					2SP IDLE NEUT	132.0	2.66		55.5	
					2SP IDIS 2500	1727.2	1.24		377.3	
					2SP IDIS NEUT	1772.4	2.28		52.0	
					2SP IRPT 2500	223.2	1.35		301.4	
					2SP IRPT NEUT	179.1	2.58		55.9	
					FED 3 MODE 52	156.0	1.27		16.9	
					FED 3 MODE 25	172.7	1.68		219.2	
					FED 3 MODE IN	141.4	3.63		57.5	
					75 A/M FTP	6.34	99.1	548.1	1.48	12.3
					HWFET	2.64	29.3	405.8	3.45	19.3
					FED SHORT CYC	3.29	41.5	478.5	1.73	16.0
					2SP IDLE 2500	125.8	1.59		274.4	
					2SP IDLE NEUT	187.6	1.30		49.7	
					2SP IDIS 2500	1717.0	1.03		367.5	
					2SP IDIS NEUT	1846.5	0.99		45.1	
					2SP IRPT 2500	221.7	1.55		286.4	
					2SP IRPT NEUT	264.1	1.30		50.3	
					FED 3 MODE 52	195.8	1.24		1505.9	
					FED 3 MODE 25	230.3	1.77		359.5	
					FED 3 MODE IN	330.3	0.85		50.2	
		COMMENT :			ADJ TIMING, IDLE MIXTURE, IRPM.					
6356	1976	FORD	F100	390	75 BASIC FTP	1.67	55.8	673.0	1.17	11.6
					HWFET	0.27	18.4	498.9	1.20	16.8
					FED SHORT CYC	1.62	73.1	567.5	0.48	12.9
					2SP IDLE 2500	7.1	0.33		59.7	
					2SP IDLE NEUT	29.1	0.44		53.5	
					2SP IDIS 2500	936.0	0.39		64.7	
					2SP IDIS NEUT	1284.7	0.83		26.6	
					2SP IRPT 2500	82.2	0.31		59.8	
					2SP IRPT NEUT	58.6	0.68		49.4	
					FED 3 MODE 52	29.1	0.90		235.2	
					FED 3 MODE 25	19.9	0.80		114.3	
					FED 3 MODE ID	74.9	2.33		68.4	
					FED 3 MODE IN	35.2	0.88		42.9	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
6357	1976	DODG	B100	360	75 BASIC FTP	3.99	89.8	485.0	0.80	13.9
					HWFET	2.36	59.9	340.4	1.40	20.1
					FED SHORT CYC	3.29	84.2	377.3	0.43	17.1
					2SP IDLE 2500	87.9	2.02		204.6	
					2SP IDLE NEUT	134.5	3.90		47.8	
					2SP IDIS 2500	1116.6	0.41		179.6	
					2SP IDIS NEUT	1751.8	1.74		35.2	
					2SP IRPT 2500	225.7	2.41		208.2	
					2SP IRPT NEUT	245.9	3.78		117.1	
					FED 3 MODE 52	151.5	3.59		803.1	
					FED 3 MODE 25	160.5	2.35		179.9	
					FED 3 MODE ID	234.3	5.19		48.3	
					FED 3 MODE IN	225.2	5.66		42.4	
					75 A/M FTP	2.88	63.0	539.7	0.79	13.7
					HWFET	2.15	65.9	341.4	1.30	19.6
					FED SHORT CYC	2.58	55.1	418.7	0.60	17.3
					2SP IDLE 2500	81.0	1.99		209.2	
					2SP IDLE NEUT	84.2	0.04		42.0	
					2SP IDIS 2500	1013.2	0.69		177.4	
					2SP IDIS NEUT	509.7	0.04		44.6	
					2SP IRPT 2500	114.7	2.43		189.2	
					2SP IRPT NEUT	122.0	0.09		39.1	
					FED 3 MODE 52	190.9	5.79		357.5	
					FED 3 MODE 25	191.3	3.54		279.4	
					FED 3 MODE ID	193.1	1.59		49.9	
					FED 3 MODE IN	241.4	3.70		45.9	
			COMMENT :		ADJ TIMING, IRPM. REPLACE AIR FILTER. PASSED.					
8358	1978	FORD	F150	300	75 BASIC FTP	4.26	65.0	443.0	2.85	15.9
					HWFET	1.44	8.2	373.0	4.94	22.7
					FED SHORT CYC	2.76	32.0	377.4	2.59	20.3
					2SP IDLE 2500	19.5	0.13		326.7	
					2SP IDLE NEUT	179.1	4.56		51.1	
					2SP IDIS 2500	1614.7	0.15		422.6	
					2SP IDIS NEUT	1976.8	3.58		48.4	
					2SP IRPT 2500	61.2	0.14		304.5	
					2SP IRPT NEUT	193.6	4.16		54.2	
					FED 3 MODE 52	68.0	0.09		1902.3	
					FED 3 MODE 25	148.1	0.30		1674.4	
					FED 3 MODE IN	170.2	4.15		61.6	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION RESULTS -----				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7359	1977	PLYM	PB10	318	75 BASIC FTP	6.07	106.3	512.0	2.57	12.7
					HWFET	4.23	59.7	412.4	4.10	17.1
					FED SHORT CYC	4.43	76.1	411.3	1.95	16.3
					2SP IDLE 2500	153.2	2.09		238.6	
					2SP IDLE NEUT	192.1	4.17		59.9	
					2SP IDIS 2500	1631.1	1.66		259.2	
					2SP IDIS NEUT	1671.9	3.90		55.3	
					2SP IRPT 2500	288.5	1.97		222.9	
					2SP IRPT NEUT	259.1	4.22		59.2	
					FED 3 MODE 52	215.7	1.14		1248.4	
					FED 3 MODE 25	321.6	2.65		521.6	
					FED 3 MODE ID	316.5	5.43		66.6	
					FED 3 MODE IN	229.8	5.33		56.3	
					75 A/M FTP	5.07	68.3	557.5	2.84	13.0
					HWFET	3.78	53.3	409.8	3.81	17.6
					FED SHORT CYC	3.46	50.6	438.2	1.93	16.8
					2SP IDLE 2500	120.7	1.71		266.6	
					2SP IDLE NEUT	92.2	0.60		79.9	
					2SP IDIS 2500	1569.9	1.56		299.3	
					2SP IDIS NEUT	1639.2	0.32		77.9	
					2SP IRPT 2500	255.5	1.61		267.7	
					2SP IRPT NEUT	161.7	0.62		81.3	
					FED 3 MODE 52	208.2	1.40		1151.8	
					FED 3 MODE 25	296.6	2.52		541.6	
					FED 3 MODE ID	220.7	1.56		139.3	
					FED 3 MODE IN	133.3	1.23		78.4	
			COMMENT :		ADJ IRPM, TIMING, IDLE MIXTURE. REPLACE PLUGS.					
7360	1977	CHEV	C10	250	75 BASIC FTP	2.11	26.5	503.4	1.68	16.1
					HWFET	0.25	4.3	418.6	3.58	20.8
					FED SHORT CYC	0.33	3.1	448.5	1.18	19.5
					2SP IDLE 2500	86.5	0.77		68.7	
					2SP IDLE NEUT	364.0	0.73		26.2	
					2SP IDIS 2500	167.7	0.24		142.3	
					2SP IDIS NEUT	408.5	0.34		44.6	
					2SP IRPT 2500	88.5	0.96		78.8	
					2SP IRPT NEUT	350.2	0.96		41.0	
					FED 3 MODE 52	20.9	0.00		1404.4	
					FED 3 MODE 25	137.2	0.72		194.8	
					FED 3 MODE ID	355.8	3.32		175.1	
					FED 3 MODE IN	312.9	0.64		34.2	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO$_2$	NO$_{xc}$	FUEL ECON MPG
						----- EMISSION	RESULTS	-----		
7361	1977	FORD	F250	460	75 BASIC FTP	8.10	205.8	660.4	3.37	8.8
					HWFET	4.29	82.6	502.8	4.27	13.7
					FED SHORT CYC	6.65	165.5	518.5	2.07	11.1
					2SP IDLE 2500	245.4	1.74		341.5	
					2SP IDLE NEUT	170.7	8.11		56.0	
					2SP IDIS 2500	1567.8	1.94		294.4	
					2SP IDIS NEUT	1976.8	7.96		40.0	
					2SP IRPT 2500	300.7	2.09		276.4	
					2SP IRPT NEUT	252.5	8.94		45.4	
					FED 3 MODE 52	147.1	2.30		1409.1	
					FED 3 MODE 25	251.0	4.98		229.3	
					FED 3 MODE ID	307.3	9.49		46.9	
					FED 3 MODE IN	230.3	9.37		39.0	
					75 A/M FTP	5.38	83.0	705.8	3.73	10.4
					HWFET	3.43	52.5	490.3	4.50	15.2
					FED SHORT CYC	3.61	60.1	560.1	2.43	13.3
					2SP IDLE 2500	292.1	2.11		395.2	
					2SP IDLE NEUT	68.3	1.08		81.5	
					2SP IDIS 2500	1633.1	2.37		438.4	
					2SP IDIS NEUT	1598.4	0.65		76.7	
					2SP IRPT 2500	361.3	2.14		394.1	
					2SP IRPT NEUT	106.1	0.76		82.0	
					FED 3 MODE 52	148.8	1.98		1548.1	
					FED 3 MODE 25	198.6	1.94		750.5	
					FED 3 MODE ID	136.5	1.53		139.6	
					FED 3 MODE IN	66.6	1.78		76.4	
		COMMENT :			ADJ IRPM, IDLE MIXTURE. HEAT TUBE ATTACHED.					
7362	1977	CHEV	C10	250	75 BASIC FTP	5.25	92.5	401.6	1.19	15.8
					HWFET	2.79	46.5	328.8	2.07	21.6
					FED SHORT CYC	3.35	60.2	351.8	0.96	19.4
					2SP IDLE 2500	109.6	2.52		162.9	
					2SP IDLE NEUT	176.7	2.17		60.9	
					2SP IDIS 2500	1976.8	2.55		66.4	
					2SP IDIS NEUT	1976.8	1.52		53.6	
					2SP IRPT 2500	211.7	2.49		159.5	
					2SP IRPT NEUT	243.9	2.19		59.9	
					FED 3 MODE 52	163.1	1.86		957.9	
					FED 3 MODE 25	206.1	3.42		304.5	
					FED 3 MODE IN	243.4	1.87		61.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7363	1977	FORD	E240	460	75 BASIC FTP	5.50	85.5	673.1	4.68	10.8
					HWFET	3.94	66.0	531.1	5.33	13.7
					FED SHORT CYC	4.39	65.9	557.8	2.70	13.1
					2SP IDLE 2500	995.3	0.97		479.5	
					2SP IDLE NEUT	197.1	2.53		53.4	
					2SP IDIS 2500	1719.0	0.74		247.6	
					2SP IDIS NEUT	1976.8	1.72		47.7	
					2SP IRPT 2500	1208.5	1.23		605.9	
					2SP IRPT NEUT	263.6	2.72		56.0	
					FED 3 MODE 52	124.6	1.48		2073.2	
					FED 3 MODE 25	154.8	1.19		1181.5	
					FED 3 MODE ID	266.2	4.59		75.3	
					FED 3 MODE IN	208.7	4.20		52.1	
					75 A/M FTP	5.65	69.0	724.2	4.63	10.4
					HWFET	3.83	62.6	549.4	5.65	13.4
					FED SHORT CYC	3.89	47.1	593.2	3.33	13.1
					2SP IDLE 2500	1120.6	1.07		422.6	
					2SP IDLE NEUT	179.4	0.57		51.8	
					2SP IDIS 2500	1976.8	1.12		406.8	
					2SP IDIS NEUT	1456.2	0.61		50.8	
					2SP IRPT 2500	1308.8	1.25		409.9	
					2SP IRPT NEUT	189.4	0.63		57.5	
					FED 3 MODE 52	129.7	1.57		1647.2	
					FED 3 MODE 25	171.6	1.24		965.3	
					FED 3 MODE ID	151.7	0.70		99.6	
					FED 3 MODE IN	146.7	0.64		55.1	

COMMENT : ADJ IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
7364	1977	DODG	B100	318	75 BASIC FTP	3.37	65.2	538.3	1.86	13.6
					HWFET	1.98	28.1	440.0	3.19	18.1
					FED SHORT CYC	3.63	86.9	382.3	1.62	16.7
					2SP IDLE 2500	220.7	0.11		397.5	
					2SP IDLE NEUT	289.5	7.30		51.4	
					2SP IDIS 2500	425.3	0.08		439.6	
					2SP IDIS NEUT	1976.8	5.02		44.6	
					2SP IRPT 2500	332.6	0.08		426.6	
					2SP IRPT NEUT	323.7	7.28		52.3	
					FED 3 MODE 52	116.1	0.73		1418.6	
					FED 3 MODE 25	165.3	1.00		1928.4	
					FED 3 MODE ID	336.4	8.75		47.1	
					FED 3 MODE IN	396.2	8.87		35.5	
					75 A/M FTP	1.77	35.1	627.5	1.22	12.9
					HWFET	1.54	30.9	446.5	1.90	17.8
					FED SHORT CYC	1.64	22.2	475.3	1.29	17.2
					2SP IDLE 2500	26.6	0.17		112.5	
					2SP IDLE NEUT	39.4	0.15		36.7	
					2SP IDIS 2500	134.3	0.19		205.4	
					2SP IDIS NEUT	95.8	0.07		46.4	
					2SP IRPT 2500	31.9	0.22		113.6	
					2SP IRPT NEUT	84.2	0.18		58.6	
					FED 3 MODE 52	87.3	0.27		698.7	
					FED 3 MODE 25	134.1	0.26		993.3	
					FED 3 MODE ID	114.3	0.23		113.1	
					FED 3 MODE IN	84.4	0.23		66.9	

COMMENT : ADJ TIMING, IRPM, IDLE MIXTURE.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5365	1975	FORD	E150	300	75 BASIC FTP	4.14	87.3	495.4	4.38	13.7
					HWFET	1.39	10.2	422.4	6.74	20.0
					FED SHORT CYC	3.55	63.7	398.7	3.58	17.4
					2SP IDLE 2500	57.6	0.36		439.6	
					2SP IDLE NEUT	221.2	8.21		52.1	
					2SP IDIS 2500	1710.8	0.19		530.7	
					2SP IDIS NEUT	1976.8	6.83		39.6	
					2SP IRPT 2500	136.5	0.46		434.6	
					2SP IRPT NEUT	264.1	8.34		52.1	
					FED 3 MODE 52	68.2	0.13		2610.0	
					FED 3 MODE 25	169.2	0.25		1859.9	
					FED 3 MODE ID	293.6	7.83		68.0	
					FED 3 MODE IN	235.8	8.14		52.7	
					75 A/M FTP	4.32	95.6	472.0	4.13	14.0
					HWFET	1.71	13.7	430.0	7.27	19.4
					FED SHORT CYC	3.45	61.1	379.8	3.89	18.2
					2SP IDLE 2500	41.6	0.32		557.4	
					2SP IDLE NEUT	225.2	8.36		48.7	
					2SP IDIS 2500	1801.2	0.23		744.0	
					2SP IDIS NEUT	1976.8	0.40		38.5	
					2SP IRPT 2500	148.5	0.36		555.3	
					2SP IRPT NEUT	289.0	8.63		48.5	
					FED 3 MODE 52	57.6	0.13		2407.3	
					FED 3 MODE 25	152.5	0.22		1709.1	
					FED 3 MODE ID	308.9	8.55		56.1	
					FED 3 MODE IN	260.6	8.52		45.5	
			COMMENT :		ADJ IRPM, CARB. REPLACE FUEL FILTER. CLEANED CARB. CARB SHOULD BE REPLACED.					
6366	1976	CHEV	G20	350	75 BASIC FTP	5.37	104.7	490.2	2.30	13.2
					HWFET	3.12	41.9	414.0	3.80	18.1
					FED SHORT CYC	3.95	63.0	416.2	2.05	16.8
					2SP IDLE 2500	136.7	1.95		309.8	
					2SP IDLE NEUT	207.7	4.91		54.9	
					2SP IDIS 2500	1563.8	1.44		350.9	
					2SP IDIS NEUT	1799.1	4.27		51.2	
					2SP IRPT 2500	161.2	1.54		367.8	
					2SP IRPT NEUT	237.8	5.32		54.9	
					FED 3 MODE 52	131.9	0.78		1659.6	
					FED 3 MODE 25	230.3	1.61		777.7	
					FED 3 MODE ID	316.5	5.53		68.3	
					FED 3 MODE IN	203.1	5.30		53.7	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5367	1975	FORD	E100	300	75 BASIC FTP	2.34	54.7	516.3	0.63	14.6
					HWFET	0.39	22.9	413.8	0.69	19.7
					FED SHORT CYC	1.01	23.5	429.4	0.43	18.9
					2SP IDLE 2500	11.5	0.04		89.7	
					2SP IDLE NEUT	25.2	0.00		31.1	
					2SP IDIS 2500	790.3	0.12		125.4	
					2SP IDIS NEUT	464.4	0.01		13.3	
					2SP IRPT 2500	28.9	0.03		98.4	
					2SP IRPT NEUT	36.2	0.00		31.0	
					FED 3 MODE 52	6.0	0.26		222.8	
					FED 3 MODE 25	9.0	0.13		209.9	
					FED 3 MODE IN	8.6	0.00		33.1	
7368	1977	CHEV	C20	454	75 BASIC FTP	4.36	60.7	687.3	2.43	11.1
					HWFET	3.26	67.1	526.2	2.92	13.8
					FED SHORT CYC	3.28	36.2	588.8	1.86	13.5
					2SP IDLE 2500	106.4	2.20		327.7	
					2SP IDLE NEUT	467.2	1.25		40.6	
					2SP IDIS 2500	1433.9	0.42		208.3	
					2SP IDIS NEUT	1925.0	0.40		40.9	
					2SP IRPT 2500	154.3	1.02		262.4	
					2SP IRPT NEUT	676.8	0.97		39.4	
					FED 3 MODE 52	166.2	1.93		988.3	
					FED 3 MODE 25	163.7	1.29		500.5	
					FED 3 MODE ID	352.3	0.35		44.3	
					FED 3 MODE IN	503.9	1.50		37.6	
					75 A/M FTP	4.42	95.3	680.2	1.62	10.5
					HWFET	3.85	113.2	485.4	1.76	13.1
					FED SHORT CYC	3.54	54.9	587.0	1.41	13.0
					2SP IDLE 2500	58.8	1.88		191.3	
					2SP IDLE NEUT	155.8	1.04		45.4	
					2SP IDIS 2500	1741.6	1.59		149.7	
					2SP IDIS NEUT	1780.6	0.37		38.9	
					2SP IRPT 2500	109.0	2.33		203.5	
					2SP IRPT NEUT	147.3	0.62		47.1	
					FED 3 MODE 52	117.7	3.35		625.9	
					FED 3 MODE 25	133.1	3.13		235.0	
					FED 3 MODE ID	108.4	0.10		57.7	
					FED 3 MODE IN	162.9	0.47		44.9	

COMMENT : ADJ IRPM, CARB MIXTURES.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5369	1975	FORD	F250	360	75 BASIC FTP	25.02	264.2	517.4	1.84	8.8
					HWFET	5.62	99.8	445.8	2.63	14.3
					FED SHORT CYC	16.38	191.7	409.4	1.29	11.6
					2SP IDLE 2500	200.6	6.30		119.4	
					2SP IDLE NEUT	733.5	10.11		13.1	
					2SP IDIS 2500	1622.9	5.00		117.0	
					2SP IDIS NEUT	1976.8	10.11		13.8	
					2SP IRPT 2500	292.1	5.85		115.2	
					2SP IRPT NEUT	686.6	10.11		13.3	
					FED 3 MODE 52	158.7	3.35		733.4	
					FED 3 MODE 25	351.7	8.11		110.1	
					FED 3 MODE IN	690.5	10.11		12.9	
					75 A/M FTP	9.30	116.9	609.6	2.98	10.8
					HWFET	3.78	91.1	463.1	3.42	14.4
					FED SHORT CYC	5.94	52.0	490.3	2.22	15.0
					2SP IDLE 2500	76.1	2.08		255.3	
					2SP IDLE NEUT	187.0	0.82		50.2	
					2SP IDIS 2500	1425.8	1.98		255.0	
					2SP IDIS NEUT	1450.1	0.65		51.0	
					2SP IRPT 2500	147.3	2.10		260.3	
					2SP IRPT NEUT	290.0	0.71		51.6	
					FED 3 MODE 52	141.2	3.05		951.2	
					FED 3 MODE 25	222.2	1.72		873.6	
					FED 3 MODE IN	653.4	1.09		50.6	

COMMENT : ADJ DWELL, IRPM, TIMING.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7370	1977	GMC	C250	350	75 BASIC FTP	5.95	47.8	545.5	3.80	13.9
					HWFET	2.84	13.9	462.9	6.14	18.0
					FED SHORT CYC	3.99	20.4	454.7	3.32	17.8
					2SP IDLE 2500	36.2	0.18		284.5	
					2SP IDLE NEUT	154.4	0.10		50.3	
					2SP IDIS 2500	1300.8	0.27		334.0	
					2SP IDIS NEUT	1586.2	0.07		49.6	
					2SP IRPT 2500	46.1	0.19		272.9	
					2SP IRPT NEUT	254.0	0.11		47.4	
					FED 3 MODE 52	104.5	0.14		1969.2	
					FED 3 MODE 25	209.2	0.25		1332.6	
					FED 3 MODE IN	253.0	0.12		54.5	
					75 A/M FTP	5.85	53.1	562.3	3.84	13.4
					HWFET	2.86	12.1	471.8	6.70	17.8
					FED SHORT CYC	3.90	24.2	484.8	3.93	16.6
					2SP IDLE 2500	34.4	0.30		294.0	
					2SP IDLE NEUT	143.8	0.13		55.3	
					2SP IDIS 2500	1431.9	0.38		352.0	
					2SP IDIS NEUT	1776.5	0.24		53.9	
					2SP IRPT 2500	52.7	0.36		270.8	
					2SP IRPT NEUT	171.0	1.44		53.0	
					FED 3 MODE 52	107.2	0.15		2353.1	
					FED 3 MODE 25	222.2	0.30		1426.7	
					FED 3 MODE IN	108.6	0.17		55.9	
			COMMENT :		ADJ IRPM.					
5371	1975	CHEV	G10	250	75 BASIC FTP	3.75	66.5	489.6	1.31	14.6
					HWFET	1.55	24.7	355.6	1.59	22.2
					FED SHORT CYC	2.44	48.7	411.1	0.77	17.9
					2SP IDLE 2500	19.5	0.08		97.7	
					2SP IDLE NEUT	130.5	5.18		34.8	
					2SP IDIS 2500	496.2	0.00		233.3	
					2SP IDIS NEUT	1976.8	1.68		35.0	
					2SP IRPT 2500	39.2	0.00		135.3	
					2SP IRPT NEUT	128.4	4.87		19.4	
					FED 3 MODE 52	23.6	0.00		725.0	
					FED 3 MODE 25	76.7	0.62		222.9	
					FED 3 MODE IN	136.5	5.57		20.6	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
5372	1975	FORD	E140	300	75 BASIC FTP	5.94	123.6	341.0	0.93	16.0
					HWFET	3.06	83.8	285.2	1.64	20.8
					FED SHORT CYC	3.87	65.6	288.7	0.95	22.0
					2SP IDLE 2500	191.6	3.74		131.9	
					2SP IDLE NEUT	308.9	2.46		36.4	
					2SP IDIS 2500	1976.8	3.08		246.8	
					2SP IDIS NEUT	1976.8	1.58		32.8	
					2SP IRPT 2500	286.0	3.80		128.2	
					2SP IRPT NEUT	421.0	2.41		36.5	
					FED 3 MODE 52	218.7	4.21		1008.1	
					FED 3 MODE 25	328.8	5.16		382.5	
					FED 3 MODE IN	342.5	2.52		37.6	
					75 A/M FTP	4.61	110.0	372.2	1.09	15.9
					HWFET	2.64	68.4	293.6	1.99	21.7
					FED SHORT CYC	3.30	70.7	304.4	0.83	20.8
					2SP IDLE 2500	129.3	3.35		144.1	
					2SP IDLE NEUT	136.0	2.55		52.3	
					2SP IDIS 2500	1976.8	2.55		247.3	
					2SP IDIS NEUT	1976.8	1.97		45.6	
					2SP IRPT 2500	283.4	3.20		138.0	
					2SP IRPT NEUT	202.6	2.43		53.0	
					FED 3 MODE 52	181.6	3.73		1065.1	
					FED 3 MODE 25	288.0	4.36		429.9	
					FED 3 MODE IN	165.2	2.94		53.3	

COMMENT : ADJ TIMING, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
6373	1976	DODG	B100	440	75 BASIC FTP	4.01	61.6	596.6	2.92	12.6
					HWFET	3.03	53.0	441.7	4.32	16.6
					FED SHORT CYC	3.00	39.7	503.9	2.20	15.4
					2SP IDLE 2500	61.2	1.79		395.2	
					2SP IDLE NEUT	101.7	1.93		55.1	
					2SP IDIS 2500	1442.0	1.60		437.3	
					2SP IDIS NEUT	1476.4	1.56		48.1	
					2SP IRPT 2500	124.4	1.65		366.7	
					2SP IRPT NEUT	140.8	1.68		55.0	
					FED 3 MODE 52	134.5	2.07		1676.9	
					FED 3 MODE 25	184.7	2.16		565.9	
					FED 3 MODE ID	123.0	2.20		71.8	
					FED 3 MODE IN	111.2	2.52		53.6	
					75 A/M FTP	5.81	84.7	554.9	3.45	12.6
					HWFET	2.75	28.9	477.1	5.78	16.7
					FED SHORT CYC	4.87	72.8	460.9	2.42	15.0
					2SP IDLE 2500	54.7	1.01		349.9	
					2SP IDLE NEUT	308.4	6.75		27.7	
					2SP IDIS 2500	1335.0	0.90		459.4	
					2SP IDIS NEUT	1801.2	6.42		26.4	
					2SP IRPT 2500	162.7	0.93		360.4	
					2SP IRPT NEUT	373.7	7.23		30.0	
					FED 3 MODE 52	116.1	1.07		1932.0	
					FED 3 MODE 25	152.1	1.20		627.0	
					FED 3 MODE ID	369.1	7.65		28.6	
					FED 3 MODE IN	375.8	7.41		27.3	

COMMENT : ADJ CARB IDLE MIXTURE. REPLACE PCV.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS -----			FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7374	1977	GMC	C250	350	75 BASIC FTP	10.01	85.2	501.4	5.29	13.3
					HWFET	2.46	7.8	439.3	8.50	19.3
					FED SHORT CYC	6.76	51.3	413.0	4.44	17.2
					2SP IDLE 2500	50.5	0.26		323.5	
					2SP IDLE NEUT	712.0	7.84		24.1	
					2SP IDIS 2500	1318.9	0.17		426.8	
					2SP IDIS NEUT	1976.8	6.96		24.3	
					2SP IRPT 2500	121.6	0.25		337.2	
					2SP IRPT NEUT	702.2	7.55		26.3	
					FED 3 MODE 52	92.4	0.11		2520.9	
					FED 3 MODE 25	222.2	0.42		1667.0	
					FED 3 MODE IN	610.6	6.96		33.5	
					75 A/M FTP	3.85	25.8	606.4	4.26	13.5
					HWFET	1.63	4.8	456.1	5.47	18.9
					FED SHORT CYC	2.59	7.3	506.6	3.43	16.9
					2SP IDLE 2500	29.7	0.12		283.5	
					2SP IDLE NEUT	63.0	0.16		64.8	
					2SP IDIS 2500	1635.1	0.13		350.9	
					2SP IDIS NEUT	1641.3	0.14		72.4	
					2SP IRPT 2500	51.3	0.13		327.7	
					2SP IRPT NEUT	131.1	0.14		77.6	
					FED 3 MODE 52	55.3	0.12		1756.2	
					FED 3 MODE 25	127.2	0.08		1337.6	
					FED 3 MODE IN	107.6	0.16		65.5	

COMMENT : ADJ TIMING, IRPM.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS HC	CO	CO_2	NO_{xc}	FUEL ECON MPG
6375	1976	CHEV	C20	350	75 BASIC FTP	10.25	95.8	512.1	3.39	12.8
					HWFET	3.16	23.3	463.9	6.03	17.4
					FED SHORT CYC	6.73	68.5	420.2	2.37	16.2
					2SP IDLE 2500	77.8	0.42		353.0	
					2SP IDLE NEUT	558.2	8.07		19.4	
					2SP IDIS 2500	1403.6	0.42		580.6	
					2SP IDIS NEUT	1976.8	7.48		16.6	
					2SP IRPT 2500	102.7	0.60		347.7	
					2SP IRPT NEUT	567.9	8.18		20.4	
					FED 3 MODE 52	127.2	0.47		2236.7	
					FED 3 MODE 25	241.4	1.41		829.3	
					FED 3 MODE IN	764.8	8.57		17.0	
					75 A/M FTP	5.96	64.6	564.5	3.49	13.0
					HWFET	3.08	24.5	472.0	6.05	17.1
					FED SHORT CYC	3.92	38.7	460.4	2.58	16.6
					2SP IDLE 2500	95.0	1.41		300.3	
					2SP IDLE NEUT	144.0	1.00		50.1	
					2SP IDIS 2500	1624.9	1.19		203.0	
					2SP IDIS NEUT	1574.0	0.55		42.3	
					2SP IRPT 2500	98.2	1.03		336.2	
					2SP IRPT NEUT	134.5	0.79		51.1	
					FED 3 MODE 52	114.9	0.77		2147.5	
					FED 3 MODE 25	176.1	0.75		1012.7	
					FED 3 MODE IN	116.5	0.92		56.0	
			COMMENT :		ADJ CARB.					

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
7376	1977	CHEV	C10	350	75 BASIC FTP	6.81	104.8	514.7	4.14	12.7
					HWFET	4.06	40.6	477.2	7.33	16.0
					FED SHORT CYC	5.40	58.2	457.3	3.58	15.7
					2SP IDLE 2500	131.5	1.29		457.3	
					2SP IDLE NEUT	710.0	5.82		52.8	
					2SP IDIS 2500	1639.2	1.20		662.8	
					2SP IDIS NEUT	1976.8	5.43		50.2	
					2SP IRPT 2500	165.2	1.76		368.8	
					2SP IRPT NEUT	451.8	6.47		53.7	
					FED 3 MODE 52	145.7	0.70		3037.5	
					FED 3 MODE 25	288.0	2.19		936.3	
					FED 3 MODE ID	418.1	7.03		61.0	
					FED 3 MODE IN	284.4	5.85		55.6	
					75 A/M FTP	5.23	53.9	571.4	4.76	13.2
					HWFET	3.47	29.2	471.5	7.68	16.8
					FED SHORT CYC	4.16	25.4	489.3	4.53	16.4
					2SP IDLE 2500	114.7	1.27		475.3	
					2SP IDLE NEUT	98.4	0.30		66.8	
					2SP IDIS 2500	1592.3	0.92		710.2	
					2SP IDIS NEUT	1604.5	0.19		71.8	
					2SP IRPT 2500	128.2	1.35		500.5	
					2SP IRPT NEUT	92.6	0.18		70.2	
					FED 3 MODE 52	132.3	0.71		3058.2	
					FED 3 MODE 25	251.0	1.24		1273.2	
					FED 3 MODE ID	216.2	0.16		158.7	
					FED 3 MODE IN	87.5	0.15		64.3	

COMMENT : ADJ CARB. #1 & #3 PLUG WIRES LOOSE. REPLACED AIR FILTER & PCV FILTER.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE; 2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
7377	1977	DODG	B200	318	75 BASIC FTP	4.52	42.8	509.7	4.08	15.0
					HWFET	3.16	29.5	402.5	5.00	19.3
					FED SHORT CYC	3.85	16.6	436.5	4.16	18.7
					2SP IDLE 2500	150.9	0.67		337.2	
					2SP IDLE NEUT	254.5	0.10		67.1	
					2SP IDIS 2500	1805.3	0.41		355.1	
					2SP IDIS NEUT	1751.8	0.07		67.0	
					2SP IRPT 2500	171.6	0.67		333.0	
					2SP IRPT NEUT	314.0	0.11		68.9	
					FED 3 MODE 52	176.9	1.15		1580.3	
					FED 3 MODE 25	268.7	0.79		1565.5	
					FED 3 MODE ID	266.7	0.07		147.5	
					FED 3 MODE IN	240.9	0.10		60.8	
					75 A/M FTP	4.67	69.0	545.5	2.29	13.3
					HWFET	2.96	50.2	404.9	2.85	18.0
					FED SHORT CYC	3.32	31.8	464.3	2.28	16.9
					2SP IDLE 2500	47.3	1.05		255.6	
					2SP IDLE NEUT	65.6	0.15		82.5	
					2SP IDIS 2500	1633.1	1.11		263.5	
					2SP IDIS NEUT	1590.3	0.15		82.2	
					2SP IRPT 2500	99.5	1.08		240.4	
					2SP IRPT NEUT	88.3	0.18		80.2	
					FED 3 MODE 52	129.7	1.60		1023.0	
					FED 3 MODE 25	239.4	2.28		713.4	
					FED 3 MODE ID	157.0	0.40		156.6	
					FED 3 MODE IN	60.8	0.26		80.8	

COMMENT : ADJ TIMING, IRPM. SET IDLE MIXTURE USING PROPANE ENRICHMENT. PLUGGED VACUUM TEE FROM CARB TO CHOKE PULL-OFF.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	----- EMISSION	RESULTS	-----		FUEL ECON MPG
						HC	CO	CO_2	NO_{xc}	
5378	1975	FORD	F250	360	75 BASIC FTP	7.42	154.4	566.1	1.49	10.7
					HWFET	4.80	121.1	445.3	1.46	13.6
					FED SHORT CYC	5.58	124.6	423.4	0.89	13.9
					2SP IDLE 2500	124.8	3.75		86.5	
					2SP IDLE NEUT	153.8	1.34		56.0	
					2SP IDIS 2500	1850.6	3.16		117.0	
					2SP IDIS NEUT	1865.1	1.13		51.3	
					2SP IRPT 2500	168.2	3.77		83.9	
					2SP IRPT NEUT	164.3	1.18		55.5	
					FED 3 MODE 52	207.7	4.39		323.5	
					FED 3 MODE 25	281.4	3.88		303.5	
					FED 3 MODE ID	220.2	1.02		84.2	
					FED 3 MODE IN	133.5	1.44		55.0	
					75 A/M FTP	6.98	123.7	578.3	2.10	11.2
					HWFET	4.71	94.5	453.5	2.15	14.4
					FED SHORT CYC	5.19	79.9	486.9	1.80	14.1
					2SP IDLE 2500	107.8	2.49		215.0	
					2SP IDLE NEUT	250.5	0.14		51.2	
					2SP IDIS 2500	1784.7	2.26		111.5	
					2SP IDIS NEUT	1698.5	0.24		57.6	
					2SP IRPT 2500	163.3	2.92		148.1	
					2SP IRPT NEUT	174.2	0.27		55.6	
					FED 3 MODE 52	195.6	3.37		605.9	
					FED 3 MODE 25	272.2	2.71		696.5	
					FED 3 MODE ID	367.6	0.07		104.0	
					FED 3 MODE IN	195.6	0.12		45.7	
			COMMENT :		REPLACE AIR FILTER. ADJ TIMING, CARB. HAS SOME BLOW-BY.					
5379	1975	FORD	F150	390	75 BASIC FTP	16.47	211.4	475.7	1.35	10.3
					HWFET	7.77	144.1	396.1	1.57	13.7
					FED SHORT CYC	12.05	149.9	414.8	1.10	12.9
					2SP IDLE 2500	221.2	4.96		150.7	
					2SP IDLE NEUT	1043.0	7.33		46.0	
					2SP IDIS 2500	1976.8	4.04		156.3	
					2SP IDIS NEUT	1976.8	6.56		41.0	
					2SP IRPT 2500	319.1	5.19		145.2	
					2SP IRPT NEUT	1029.1	7.45		47.5	
					FED 3 MODE 52	350.7	4.70		523.7	
					FED 3 MODE 25	626.2	6.00		172.2	
					FED 3 MODE ID	1114.6	7.91		45.8	
					FED 3 MODE IN	1084.7	7.76		41.4	

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX F (CONT)

LISTING OF EMISSIONS TEST RESULTS

DENVER

VEH. NO.	MODL YEAR	MAKE	MODL	CID	TEST TYPE	EMISSION RESULTS				FUEL ECON
						HC	CO	CO_2	NO_{xc}	MPG
8380	1978	FORD	F250	400	75 BASIC FTP	12.16	171.8	569.5	1.59	10.1
					HWFET	4.21	109.2	486.3	2.42	13.2
					FED SHORT CYC	7.32	130.8	496.6	1.88	12.2
					2SP IDLE 2500	136.1	4.35		133.5	
					2SP IDLE NEUT	409.4	7.67		25.0	
					2SP IDIS 2500	1887.8	3.94		81.2	
					2SP IDIS NEUT	1976.8	5.97		28.1	
					2SP IRPT 2500	252.0	4.82		121.5	
					2SP IRPT NEUT	394.7	7.00		31.9	
					FED 3 MODE 52	132.1	2.31		451.0	
					FED 3 MODE 25	241.4	6.10		207.8	
					FED 3 MODE IN	498.1	8.54		21.5	
6381	1976	FORD	F250	390	75 BASIC FTP	10.22	186.3	553.2	1.81	10.1
					HWFET	5.61	170.8	433.2	2.07	12.3
					FED SHORT CYC	7.03	129.4	444.9	1.21	13.2
					2SP IDLE 2500	152.5	4.97		161.3	
					2SP IDLE NEUT	321.6	5.08		41.1	
					2SP IDIS 2500	1842.4	3.93		173.8	
					2SP IDIS NEUT	1976.8	4.16		42.4	
					2SP IRPT 2500	255.5	5.00		172.0	
					2SP IRPT NEUT	368.6	5.27		43.8	
					FED 3 MODE 52	241.9	5.20		660.7	
					FED 3 MODE 25	336.9	6.00		224.0	
					FED 3 MODE ID	449.7	6.36		58.9	
					FED 3 MODE IN	363.0	5.96		41.8	
					75 A/M FTP	11.96	234.4	519.1	1.55	9.6
					HWFET	6.22	164.9	437.8	2.03	12.4
					FED SHORT CYC	10.24	197.1	410.5	0.88	11.8
					2SP IDLE 2500	196.1	5.65		116.8	
					2SP IDLE NEUT	396.2	8.55		30.8	
					2SP IDIS 2500	1830.0	5.00		95.5	
					2SP IDIS NEUT	1976.8	7.69		27.9	
					2SP IRPT 2500	321.6	6.16		99.5	
					2SP IRPT NEUT	450.7	8.54		29.7	
					FED 3 MODE 52	211.2	4.62		629.1	
					FED 3 MODE 25	344.1	6.33		142.8	
					FED 3 MODE ID	507.8	9.11		30.3	
					FED 3 MODE IN	531.0	9.13		23.8	

COMMENT : ADJ TIMING, IRPM, CARB.

(NOTE: FOR FTP, HWFET & FED SHORT CYC TEST, EMISSIONS ARE IN GRAMS PER MILE;
2 SPEED IDLE & FEDERAL 3 MODE TEST, CO IS %; HC IS PPM/H; NO IS PPM)

APPENDIX G - LISTING OF VEHICLE EMISSION DATA

Legend

VEH. NO. - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODEL - Vehicle model

CID - Engine displacement in cubic inches

TEST SEQ. - Testing sequence during which idle emission measurements were taken (BASE: as received; A/M: after garage inspection maintenance evaluation; EXT1: After extended vehicle emission control system maintenance procedure

HC (ppmh) - Exhaust hydrocarbon concentration with vehicle at normal idle, transmission in neutral, in parts per million hexane equivalent

CO% - Exhaust carbon monoxide concentration with vehicle at normal idle, transmission in neutral, in mole percent

REPAIR COST - Cost of garage inspection maintenance evaluation and associated repairs

The LABORATORY heading is used to identify those measurements taken in the Emission Testing Laboratory. The REPAIR FACILITY heading indicates the measurements collected at the Inspection and Maintenance Stations.

APPENDIX G

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
8001	78	BUIC	REGA	305	BASE	12	0.00			
8002	78	BUIC	ELEC	403	BASE	84	0.37			
8003	78	CADI	DEVI	425	BASE	10	0.00	40	0.00	$21.18
					A/M	16	0.00	40	0.00	
8004	78	CHEV	NOVA	250	BASE	33	0.00			
8005	78	CHEV	NOVA	250	BASE	421	0.83	220	1.90	$12.80
					A/M	2	0.02	140	0.40	
8006	78	CHEV	NOVA	350	BASE	8	0.00			
8007	78	CHEV	MONT	305	BASE	18	0.00	30	0.01	$9.80
					A/M	11	0.00	30	0.01	
8008	78	CHEV	IMPA	350	BASE	10	0.00	235	0.07	$18.30
					A/M	18	0.00	30	0.04	
8009	78	DODG	ASPE	225	BASE	17	0.00	20	0.10	$23.05
					A/M	23	0.00	20	0.10	
8010	78	FORD	GRAN	250	BASE	7	0.00			
8011	78	FORD	GRAN	302	BASE	361	3.52	2000	0.10	$19.38
					A/M	10	0.01	140	0.01	
					EXT1	11	0.01			
8012	78	FORD	LTD2	351	BASE	35	0.00	75	0.04	$14.50
					A/M	31	0.00	75	0.04	
					EXT1	15	0.00			
8013	78	FORD	LTD	400	BASE	356	3.75	375	4.60	$14.80
					A/M	132	0.24	50	0.10	
8014	78	MERC	MONA	250	BASE	5	0.00	30	0.04	$5.30
					A/M	2	0.01	30	0.04	
8015	78	MERC	MARQ	400	BASE	415	4.82	160	0.20	$30.64
					A/M	277	4.00	90	0.10	
8016	78	OLDS	CUTL	260	BASE	15	0.00	80	0.10	$12.80
					A/M	6	0.00	80	0.10	
8017	78	OLDS	CUTL	305	BASE	11	0.00			

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APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
8018	78	OLDS	DELT	350	BASE	17	0.00	20	0.00	
					A/M	15	0.00	20	0.00	$5.30
8019	78	PLYM	VOLA	225	BASE	14	0.00			
8020	78	PONT	LEMA	305	BASE	281	2.88	390	3.50	
					A/M	14	0.00	135	0.10	$19.80
8021	78	PONT	LEMA	305	BASE	378	6.27	425	5.75	
					A/M	9	0.00	120	0.00	$50.22
8022	78	DATS	B210	085	BASE	2000	0.04	2000	0.20	
					A/M	2000	0.07	2000	0.10	$21.80
8023	78	TOYO	CORO	097	BASE	12	0.00	40	0.10	
					A/M	28	0.00	40	0.10	$6.28
					EXT1	31	0.00			
8024	78	VOLK	RABB	089	BASE	127	3.24	170	3.90	
					A/M	33	0.22	60	0.35	$20.80
7025	77	AMC	STAW	232	BASE	61	3.80	110	3.20	
					A/M	25	1.88	15	0.18	$13.80
7026	77	AMC	STAW	258	BASE	4	0.00			
7027	77	BUIC	SKYL	231	BASE	788	8.95	670	9.80	
					A/M	51	0.04	125	0.30	$56.16
					EXT1	53	0.02			
7028	77	BUIC	CNTY	231	BASE	20	0.00			
7029	77	BUIC	REGA	350	BASE	45	0.00			
					EXT1	40	0.00			
7030	77	BUIC	LESA	350	BASE	8	0.07			
7031	77	BUIC	RIVI	403	BASE	114	2.07			
7032	77	CADI	ELDO	425	BASE	6	0.00			
7033	77	CADI	DEVI	425	BASE	407	3.80	400	4.50	
					A/M	20	0.03	50	0.10	$19.30
					EXT1	14	0.00			
7034	77	CADI	DEVI	425	BASE	211	0.94			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
					TEST	LABORATORY		REPAIR FACILITY		REPAIR
VEH. NO.	YEAR	MAKE	MODEL	CID	SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	COST
7035	77	CHEV	CHET	098	BASE	9	0.00			
7036	77	CHEV	STAW	140	BASE	3	0.00	150	1.50	
					A/M	15	0.00	100	0.50	$17.30
7037	77	CHEV	MONZ	140	BASE	11	0.00			
					EXT1	17	0.00			
7038	77	CHEV	STAW	140	BASE	226	4.36	340	4.70	
					A/M	20	1.59	100	0.25	$15.80
7039	77	CHEV	NOVA	250	BASE	348	2.03	350	3.50	
					A/M	15	0.00	120	0.05	$13.80
					EXT1	221	0.24			
7040	77	CHEV	CAMA	350	BASE	17	0.00			
					EXT1	15	0.00			
7041	77	CHEV	NOVA	250	BASE	425	4.55	450	1.70	
					A/M	413	3.17	450	1.20	$14.80
7042	77	CHEV	NOVA	250	BASE	355	4.80	700	0.80	
					A/M	230	0.19	100	0.10	$23.29
7043	77	CHEV	CONC	350	BASE	26	0.00			
					EXT1	13	0.02			
7044	77	CHEV	MONT	350	BASE	0	0.01			
7045	77	CHEV	MONT	350	BASE	18	0.00			
					EXT1	13	0.00			
7046	77	CHEV	NOVA	250	BASE	62	0.10	800	3.00	
					A/M	24	0.00	100	0.05	$13.80
					EXT1	18	0.00			
7047	77	CHEV	MALI	350	BASE	14	0.00			
7048	77	CHEV	IMPA	350	BASE	19	0.00			
7049	77	CHEV	IMPA	350	BASE	6	0.00			
7050	77	CHEV	CAPR	350	BASE	11	0.00			
					EXT1	20	0.00			
7051	77	CHRY	NEWY	440	BASE	7	0.00			

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
7052	77	DODG	STAW	225	BASE	6	0.00			
7053	77	DODG	ASPE	318	BASE	13	0.00			
7054	77	DODG	CHAR	360	BASE	9	0.02			
					EXT1	27	0.00			
7055	77	FORD	STAW	140	BASE	36	0.00			
					EXT1	21	0.00			
7056	77	FORD	MUST	140	BASE	14	0.00			
7057	77	FORD	MUST	302	BASE	18	0.00			
7058	77	FORD	MACH	302	BASE	13	0.00			
7059	77	FORD	GRAN	302	BASE	21	0.00			
7060	77	FORD	GRAN	302	BASE	43	0.00			
7061	77	FORD	GRAN	302	BASE	43	0.00			
7062	77	FORD	THND	351	BASE	110	0.00			
7063	77	FORD	GRAN	302	BASE	34	0.00			
					EXT1	22	0.00			
7064	77	FORD	LTD2	351	BASE	463	8.30	520	7.50	
					A/M	70	0.00	118	0.10	$13.78
7065	77	FORD	LTD2	351	BASE	8	0.10			
					EXT1	33	0.00			
7066	77	FORD	LTD2	400	BASE	761	5.91			
					EXT1	32	0.00			
7067	77	FORD	STAW	400	BASE	236	1.05	60	0.10	
					A/M	22	0.00	40	0.10	$10.80
7068	77	LINC	CONT	460	BASE	14	0.00			
7069	77	MERC	MONA	302	BASE	19	0.00			
7070	77	MERC	MONA	302	BASE	26	0.00	100	0.10	
					A/M	14	0.00	100	0.10	$12.80
7071	77	MERC	COUG	351	BASE	48	0.00			

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	IDLE TEST RESULTS				REPAIR COST
						LABORATORY		REPAIR FACILITY		
						HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	
7072	77	OLDS	SPRM	231	BASE	14	0.00			
7073	77	OLDS	STAR	231	BASE	14	0.00			
7074	77	OLDS	CUTL	350	BASE	64	0.17			
7075	77	OLDS	SPRM	350	BASE	11	0.00			
7076	77	OLDS	DELT	350	BASE	253	1.76			
7077	77	OLDS	ROYA	350	BASE	48	0.12			
7078	77	OLDS	ROYA	350	BASE	135	1.58			
7079	77	PLYM	STAW	225	BASE	30	0.07			
7080	77	PLYM	STAW	318	BASE	12	0.03			
7081	77	PLYM	VOLA	318	BASE	17	0.00			
7082	77	PLYM	FURY	360	BASE	39	0.03			
7083	77	PONT	VENT	231	BASE	477	7.20	550	7.20	
					A/M	58	0.02	140	0.10	$14.80
7084	77	PONT	FIRE	350	BASE	28	0.18			
					EXT1	57	0.32			
7085	77	PONT	VENT	350	BASE	10	0.00			
7086	77	PONT	VENT	350	BASE	21	0.00			
7087	77	PONT	GRNP	350	BASE	11	0.01			
					EXT1	11	0.00			
7088	77	PONT	STAW	350	BASE	14	0.00	60	0.10	
					A/M	21	0.00	60	0.10	$6.28
7089	77	DATS	F10	085	BASE	90	1.08	180	2.70	
					A/M	36	0.29	40	0.10	$31.30
7090	77	DATS	B210	085	BASE	7	0.00			
7091	77	DATS	200S	119	BASE	32	0.18			
7092	77	HOND	CVCC	091	BASE	152	0.20	150	0.30	
					A/M	73	0.14	90	0.40	$15.30

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
					TEST	LABORATORY		REPAIR FACILITY		REPAIR
VEH. NO.	YEAR	MAKE	MODEL	CID	SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	COST
7093	77	HOND	ACCO	098	BASE	27	0.25			
7094	77	TOYO	CORO	097	BASE	0	0.00			
7095	77	TOYO	CORO	097	BASE	4	0.00			
7096	77	TOYO	CELI	134	BASE	7	0.00			
7097	77	TOYO	CELI	134	BASE	8	0.00			
7098	77	VOLK	RABB	097	BASE	167	4.00	130	2.80	
					A/M	86	0.19	60	0.35	$18.30
7099	77	VOLK	RABB	097	BASE	272	9.48	100	2.50	
					A/M	86	0.25	40	0.40	$27.30
6100	76	AMC	HORN	258	BASE	146	5.10			
6101	76	AMC	PACE	258	BASE	122	0.84			
					EXT1	79	0.20			
6102	76	BUIC	REGA	231	BASE	151	0.89			
					EXT1	14	0.00			
6103	76	BUIC	CNTY	350	BASE	342	8.60			
6104	76	BUIC	LESA	350	BASE	111	1.85			
6105	76	BUIC	RIVI	455	BASE	123	1.95			
					EXT1	19	0.00			
6106	76	CADI	FLEE	500	BASE	4	0.00			
					EXT1	0	0.00			
6107	76	CADI	DEVI	500	BASE	420	4.50			
					EXT1	241	1.74			
6108	76	CHEV	CHET	085	BASE	139	1.25			
					EXT1	58	0.00			
6109	76	CHEV	STAW	140	BASE	142	1.49			
6110	76	CHEV	STAW	140	BASE	230	6.09			
					EXT1	81	1.36			
6111	76	CHEV	NOVA	250	BASE	1527	8.98			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
6112	76	CHEV	NOVA	250	BASE	109	0.06			
					EXT1	63	0.00			
6113	76	CHEV	CAMA	305	BASE	1355	9.09			
					EXT1	361	3.49			
6114	76	CHEV	MALI	350	BASE	81	0.40			
					EXT1	125	1.13			
6115	76	CHEV	MALI	305	BASE	447	3.47			
					EXT1	14	0.00			
6116	76	CHEV	MONT	350	BASE	74	0.45			
					EXT1	118	0.87			
6117	76	CHEV	MALI	350	BASE	247	1.87			
6118	76	CHEV	VETT	350	BASE	334	2.01			
6119	76	CHEV	STAW	350	BASE	384	5.72			
6120	76	CHEV	MONT	400	BASE	53	0.00			
6121	76	CHEV	MONT	400	BASE	564	7.37			
					EXT1	24	0.00			
6122	76	CHRY	CORD	400	BASE	106	5.29			
					EXT1	17	0.19			
6123	76	DODG	STAW	225	BASE	426	0.32			
					EXT1	223	0.01			
6124	76	DODG	STAW	318	BASE	58	0.87			
6125	76	DODG	ASPE	318	BASE	216	0.02			
					EXT1	201	0.03			
6126	76	DODG	STAW	225	BASE	363	3.80			
					EXT1	83	0.01			
6127	76	FORD	STAW	140	BASE	14	0.00			
6128	76	FORD	STAW	140	BASE	200	0.00			
					EXT1	148	0.01			
6129	76	FORD	MUST	171	BASE	386	6.71			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	IDLE TEST RESULTS				REPAIR COST
						LABORATORY		REPAIR FACILITY		
						HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	
6130	76	FORD	GRAN	250	BASE	64	0.00			
6131	76	FORD	GRAN	302	BASE	84	0.00			
6132	76	FORD	GRAN	302	BASE	187	0.00			
6133	76	FORD	GRAN	351	BASE	17	0.00			
6134	76	FORD	TORI	351	BASE	1400	0.17			
					EXT1	1091	0.14			
6135	76	FORD	GRAN	351	BASE	22	0.01			
6136	76	FORD	LTD	400	BASE	690	6.10			
6137	76	FORD	STAW	400	BASE	76	0.00			
					EXT1	516	0.00			
6138	76	LINC	CONT	460	BASE	304	10.00			
6139	76	MERC	COME	302	BASE	224	0.00			
					EXT1	550	0.00			
6140	76	MERC	COUG	351	BASE	55	0.88			
6141	76	MERC	COUG	400	BASE	945	6.02			
6142	76	OLDS	CUTL	260	BASE	20	0.02			
6143	76	OLDS	SPRM	350	BASE	385	2.50			
6144	76	OLDS	SPRM	350	BASE	460	4.67			
					EXT1	19	0.00			
6145	76	OLDS	STAW	350	BASE	15	0.00			
					EXT1	14	0.00			
6146	76	OLDS	ROYA	455	BASE	145	0.07			
					EXT1	12	0.00			
6147	76	PLYM	VOLA	225	BASE	818	10.00			
					EXT1	160	0.00			
6148	76	PLYM	VOLA	318	BASE	1908	8.67			
					EXT1	191	0.01			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
6149	76	PLYM	VOLA	318	BASE	477	7.89			
					EXT1	91	0.07			
6150	76	PLYM	STAW	360	BASE	194	5.70			
					EXT1	6	0.00			
6151	76	PONT	VENT	250	BASE	496	7.89			
					EXT1	45	0.00			
6152	76	PONT	GRNP	350	BASE	249	2.37			
6153	76	PONT	CATA	400	BASE	593	3.18			
					EXT1	54	0.00			
6154	76	PONT	CATA	400	BASE	391	5.28			
					EXT1	282	1.65			
6155	76	DATS	B210	085	BASE	105	0.47			
					EXT1	119	0.22			
6156	76	DATS	B210	085	BASE	84	1.56			
					EXT1	179	0.34			
6157	76	DATS	STAW	119	BASE	121	1.75			
					EXT1	258	0.30			
6158	76	FIAT	X1/9	079	BASE	79	0.56			
6159	76	HOND	CVCC	091	BASE	99	0.22			
6160	76	TOYO	CORO	097	BASE	12	0.67			
6161	76	TOYO	CORO	097	BASE	82	0.59			
					EXT1	115	0.13			
6162	76	TOYO	CELI	133	BASE	21	0.61			
					EXT1	98	0.51			
6163	76	VOLK	SEDA	097	BASE	233	5.06			
6164	76	VOLK	RABB	097	BASE	51	1.19			
					EXT1	61	0.10			
5165	75	AMC	HORN	258	BASE	118	3.06			
					EXT1	60	0.09			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	IDLE TEST RESULTS LABORATORY HC (ppmh)	IDLE TEST RESULTS LABORATORY CO (%)	IDLE TEST RESULTS REPAIR FACILITY HC (ppmh)	IDLE TEST RESULTS REPAIR FACILITY CO (%)	REPAIR COST
5166	75	AMC	STAW	304	BASE	43	0.00			
					EXT1	18	0.00			
5167	75	BUIC	SKYL	231	BASE	221	5.79			
					EXT1	31	0.00			
5168	75	BUIC	CNTY	350	BASE	35	0.01			
					EXT1	18	0.01			
5169	75	BUIC	RIVI	455	BASE	45	0.88			
					EXT1	0	0.00			
5170	75	CADI	DEVI	500	BASE	63	0.00			
					EXT1	43	0.00			
5171	75	CHEV	STAW	140	BASE	251	4.94			
					EXT1	181	0.49			
5172	75	CHEV	VEGA	140	BASE	398	8.53			
5173	75	CHEV	CAMA	250	BASE	383	6.04			
					EXT1	231	0.29			
5174	75	CHEV	NOVA	262	BASE	5	0.01			
5175	75	CHEV	MALI	350	BASE	36	0.02			
5176	75	CHEV	MONT	350	BASE	260	4.23			
					EXT1	13	0.00			
5177	75	CHEV	IMPA	350	BASE	281	4.00			
					EXT1	41	0.00			
5178	75	CHEV	IMPA	350	BASE	651	2.60			
5179	75	CHEV	STAW	400	BASE	158	1.56			
					EXT1	124	0.09			
5180	75	CHEV	STAW	400	BASE	231	0.51			
5181	75	CHRY	CORD	360	BASE	285	6.50			
					EXT1	110	1.65			
5182	75	DODG	SWIN	225	BASE	2000	10.00			
5183	75	DODG	CORO	318	BASE	146	2.83			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
5184	75	FORD	GRAN	250	BASE	13	0.00			
					EXT1	13	0.00			
5185	75	FORD	MUST	171	BASE	42	0.00			
					EXT1	59	0.00			
5186	75	FORD	GRAN	250	BASE	168	2.27			
					EXT1	52	0.08			
5187	75	FORD	MAVE	302	BASE	16	0.00			
					EXT1	178	3.54			
5188	75	FORD	ELIT	351	BASE	41	1.26			
					EXT1	80	0.18			
5189	75	FORD	LTD	400	BASE	62	1.51			
					EXT1	7	0.39			
5190	75	FORD	LTD	400	BASE	2	0.16			
					EXT1	19	0.08			
5191	75	FORD	LTD	400	BASE	71	1.53			
					EXT1	81	0.09			
5192	75	LINC	CONT	460	BASE	204	6.70			
5193	75	MERC	MONA	351	BASE	33	0.00			
5194	75	MERC	MARQ	400	BASE	8	0.11			
					EXT1	118	0.08			
5195	75	OLDS	CUTL	260	BASE	8	0.01			
					EXT1	17	0.00			
5196	75	OLDS	SPRM	350	BASE	20	0.00			
5197	75	OLDS	CUTL	350	BASE	690	6.72			
5198	75	OLDS	ROYA	455	BASE	69	0.02			
5199	75	PLYM	VALI	225	BASE	247	3.80			
5200	75	PLYM	FURY	318	BASE	260	6.64			
					EXT1	33	0.00			
5201	75	PLYM	GRNF	360	BASE	65	0.67			
					EXT1	2	0.02			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	IDLE TEST RESULTS LABORATORY HC (ppmh)	 LABORATORY CO (%)	 REPAIR FACILITY HC (ppmh)	 REPAIR FACILITY CO (%)	REPAIR COST
5202	75	PONT	LEMA	350	BASE	14	0.01			
5203	75	PONT	LEMA	350	BASE	155	1.56			
5204	75	PONT	CATA	400	BASE	267	4.54			
					EXT1	121	0.00			
5205	75	DATS	B210	085	BASE	72	0.65			
					EXT1	250	0.08			
5206	75	DATS	610	119	BASE	81	1.29			
					EXT1	103	0.08			
5207	75	FIAT	SPID	107	BASE	33	1.34			
5208	75	HOND	CVCC	091	BASE	147	1.18			
					EXT1	525	0.21			
5209	75	MAZD	808	096	BASE	29	0.79			
					EXT1	0	0.63			
5210	75	TOYO	CORO	097	BASE	82	1.79			
					EXT1	113	0.18			
5211	75	TOYO	CORO	133	BASE	31	0.61			
					EXT1	83	0.18			
5212	75	VOLK	RABB	090	BASE	124	0.65			
5213	75	VOLK	SEDA	097	BASE	184	3.08			
6322	76	BUIC	REGA	350	BASE	156	2.02			
6323	76	OLDS	NNTY	455	BASE	595	8.30			
5324	75	PLYM	GRNF	360	BASE	528	9.64			
6325	76	OLDS	NNTY	455	BASE	384	4.04			
5326	75	DATS	710	119	BASE	81	0.37			
6327	76	CHRY	NEWP	360	BASE	708	6.71			
5328	75	PONT	CATA	400	BASE	629	4.03			
5329	75	FORD	LTD	400	BASE	54	1.50			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
5330	75	CHEV	MALI	350	BASE	64	0.00			
6331	76	PLYM	VOLA	318	BASE	381	6.35			
5332	75	CHEV	STAW	350	BASE	183	0.65			
5333	75	CADI	DEVI	500	BASE	837	8.30			
5334	75	CHEV	MALI	350	BASE	304	4.60			
6335	76	FORD	GRAN	302	BASE	199	2.75			
5336	75	CHRY	NEWP	440	BASE	259	8.54			
5337	75	OLDS	DELT	350	BASE	710	2.66			
6338	76	FORD	TORI	351	BASE	845	3.60			
6339	76	FORD	STAW	460	BASE	237	2.90			
6340	76	VOLK	RABB	097	BASE	55	2.27			
5341	75	FORD	LTD	400	BASE	82	1.14			
5342	75	FORD	TORI	400	BASE	61	1.73			
5343	75	FORD	TORI	351	BASE	622	0.08			
5344	75	OLDS	STAW	455	BASE	578	6.80			
5345	75	CHEV	IMPA	350	BASE	29	0.00			
5346	75	MERC	MONA	302	BASE	43	0.00			
5347	75	MERC	COME	250	BASE	32	0.00			
5348	75	CADI	DEVI	500	BASE	270	1.88			
6349	76	FORD	LTD	400	BASE	367	0.03			
5350	75	PONT	CATA	400	BASE	574	1.55			
5351	75	PLYM	DUST	318	BASE	661	8.34			
6352	76	CHEV	C10	350	BASE	151	3.28			
8353	78	FORD	F250	300	BASE	81	3.00			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
7354	77	DODG	B100	318	BASE	211	2.25	290	2.90	
					A/M	121	0.42	0	0.00	$27.30
7355	77	FORD	F150	351	BASE	132	2.65	155	2.40	
					A/M	188	1.31	120	0.50	$23.30
6356	76	FORD	F100	390	BASE	29	0.44			
6357	76	DODG	B100	360	BASE	135	3.90	190	3.80	
					A/M	84	0.04	100	0.30	$22.20
8358	78	FORD	F150	300	BASE	180	4.54			
7359	77	PLYM	PB10	318	BASE	191	4.16	180	3.00	
					A/M	92	0.59	140	0.30	$51.80
7360	77	CHEV	C10	250	BASE	363	0.73			
7361	77	FORD	F250	460	BASE	170	8.10	260	8.00	
					A/M	68	1.07	30	0.20	$15.30
7362	77	CHEV	C10	250	BASE	176	2.18			
7363	77	FORD	E240	460	BASE	197	2.52	520	7.00	
					A/M	179	0.56	200	1.50	$23.50
7364	77	DODG	B100	318	BASE	290	7.29	320	7.00	
					A/M	40	0.15	50	0.15	$36.30
5365	75	FORD	E150	300	BASE	221	8.25	160	7.60	
					A/M	225	8.30	150	7.20	$81.93
6366	76	CHEV	G20	350	BASE	207	4.91			
5367	75	FORD	E100	300	BASE	25	0.00			
7368	77	CHEV	C20	454	BASE	467	1.20	350	4.50	
					A/M	156	1.03	120	0.40	$16.30
5369	75	FORD	F250	360	BASE	734	10.00	1400	10.00	
					A/M	186	0.82	210	2.50	$23.50
7370	77	GMC	C250	350	BASE	154	0.09	180	0.30	
					A/M	144	0.13	110	0.30	$10.80
5371	75	CHEV	G10	250	BASE	129	5.08			

APPENDIX G (CONT)

LISTING OF VEHICLE IDLE EMISSION DATA

DENVER

						IDLE TEST RESULTS				
						LABORATORY		REPAIR FACILITY		
VEH. NO.	YEAR	MAKE	MODEL	CID	TEST SEQ.	HC (ppmh)	CO (%)	HC (ppmh)	CO (%)	REPAIR COST
5372	75	FORD	E140	300	BASE	308	2.46	550	2.40	
					A/M	201	2.35	200	1.80	$23.50
6373	76	DODG	B100	440	BASE	101	1.93	150	0.80	
					A/M	308	6.74	50	0.20	$68.85
7374	77	GMC	C250	350	BASE	690	7.55	850	8.00	
					A/M	107	0.15	150	0.50	$18.80
6375	76	CHEV	C20	350	BASE	558	8.07	400	8.00	
					A/M	144	1.01	50	0.30	$13.80
7376	77	CHEV	C10	350	BASE	710	5.81	370	7.00	
					A/M	99	0.29	120	0.20	$21.34
7377	77	DODG	B200	318	BASE	255	0.10	245	0.28	
					A/M	65	0.15	140	0.32	$24.80
5378	75	FORD	F250	360	BASE	153	1.33	600	10.00	
					A/M	250	0.14	140	0.20	$30.57
5379	75	FORD	F150	390	BASE	1025	7.21			
8380	78	FORD	F250	400	BASE	410	7.60			
6381	76	FORD	F250	390	BASE	321	5.08	2000	5.00	
					A/M	394	8.43	110	0.01	$19.30

APPENDIX H

COLORADO I/M EVALUATION TASK GENERAL GARAGE INFORMATION AND PROCEDURES

AND

COLORADO STATE INSPECTION FORM

October 25, 1977

Colorado I/M Evaluation Task

General Garage Information and Procedures

Introduction - In the 1977 session, the Colorado Legislature passed S.B. 231 which requires emission inspection of 1977 and later model-year passenger cars and light trucks. These inspections are tentatively to begin in January, 1980 and are to be conducted on each affected vehicle on an annual basis. S.B. 231 requires the Colorado departments of Health and Revenue to gather certain information and report back to the Legislature before the inspection requirement is finalized.

The U.S. Environmental Protection Agency (EPA) is assisting the State in gathering the information and has contracted with us (Automotive Testing Laboratories, Inc.) to conduct a small scale (pilot) program which will utilize ten automotive repair facilities.

Purpose - The purpose of the pilot program is to find out how effective a large scale program may be in producing automotive emission reductions and to find out what the costs may be. The purpose also is to get a feeling for what the problems may be. These problems may pertain to the adequacy of work spaces related to size, temperature control and other factors, to the adequacy of existing emission inspection instruments (HC/CO analyzers), to emission-related parts failures and availability of replacement parts and to the training provided, to name a few areas of concern. Other studies are expected to develop between now and the start of mandatory inspection that are designed to resolve problems that surface in this, the pilot program effort.

Design - As mentioned above, ten automotive repair facilities will be utilized in the pilot effort. Each will receive about eight vehicles ranging from 1975-1978 model-years with a mix of cars and light trucks (generally 3/4 ton and under). The cars will be limited to the 1977 and 1978 model years. A system of rotation will be observed whereby each facility receives a somewhat equal distribution of vehicles in number and in time. If it is customary for a facility to reject certain vehicle makes, this practice will be observed and taken into account in assigning vehicles to the facilities.

General administration of that part of the program in which the repair facilities will be involved is as follows:

> Automotive Testing Laboratories, Inc. (ATL) will transport test vehicles to and from the repair facility. The vehicle will be accompanied by an inspection form which the facility is required to complete.
>
> The facility will conduct the emission inspection and make repairs to the vehicle in accordance with a detailed procedure. Completing the inspection form properly is an important part of the procedure.

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The turn-around time is to be that which is customary but no more than two working days. If the vehicle is not repaired within this period, it will be picked-up by ATL personnel and returned to the laboratory.

Only emission-related repairs are to be made to the vehicle. Emission-related repairs are defined in the CSU training program. If other repairs are made under any but the most blatant of circumstances, however, ATL will readily pay for the repairs.

As mentioned above, a detailed procedure is to be followed. This procedure is shown in block diagram form and described in an accompanying text. Adjacent to certain blocks on this form is a space for indicating charges associated with the particular action, be it diagnostic or repair. Instructions for detailing the charges are given in the text. Once the inspection, certain basic diagnostic procedures and certain basic repair actions are out of the way, up to $50 may be spent in repairing each vehicle. This is indicated in the text which accompanies the form. As also mentioned above, only emission related repairs are to be made. These repairs are to be of more immediate benefit and not of the long-term preventative maintenance type. For example, if all spark plugs are functioning properly but are due for replacement in 1400 miles, do not replace the spark plugs. On the other hand, if the spark plugs are far from the specified replacement point but one is malfunctioning, clean or replace all spark plugs if this is the facility's usual procedure. Personnel making the repair decisions should bear in mind that benefits and costs of only emission-related maintenance are to be established and not the benefits of long-term preventative maintenance. Whatever actions are taken, however, vehicle performance and driveability cannot be totally disregarded. No one individual will be admonished for having made a questionable or wrong decision.

While it is virtually impossible to maintain the anonymity of a facility, no public disclosure of a facility will be made. Codes will be used to identify the individual facility and facility types as a group.

ATL will isolate the repair facility from the vehicle owner. All complaints pertaining to the vehicle, except those complaints stemming from gross facility negligence and those falling under factory warranty provisions, will be the responsibility of ATL to resolve. ATL, however, reserves the usual customer recourse.

Payment under the provisions of this program will be made on a monthly basis and in accordance with the prevailing facility billing practices. In addition to the usual charges, $5.30 will be paid for the basic emission inspection and an additional $5.00 will be paid for completing the paperwork. Consequently a minimum of $10.30 will be paid for each vehicle handled regardless of the outcome of the inspection. An invoice should be submitted with each vehicle. A summary invoice should be submitted each month. Invoices submitted by the 10th for the previous month will be paid no later than the 20th. Invoices submitted after the 10th will be paid before the second 20th following submittal.

Colorado I/M Assessment Task Procedures

for the

Ten Private Sector Repair Facilities

The attached Colorado State Inspection Form is to be used by the private sector repair facility in performing the inspections, making the repairs and in recording certain information connected with each. A separate Comment Sheet is to be used for the comments.

Procedures and the order in which they are to be performed are shown in the form of a flow diagram where a rectangle contains an operation and a diamond represents a decision point. Steps in the procedure are to be performed in the order given below and in accordance with the corresponding instructions. This form will accompany each vehicle as it is delivered. The inspector and the mechanic are to sign the form in the space provided.

#1 ACCEPT VEHICLE FROM ATL - Automotive Testing Laboratories, Inc. (ATL) will deliver the vehicle to the repair facility. The delivery will be made during normal business hours and in accordance with the facility's normal vehicle delivery and acceptance procedure. Any of the usual repair orders or estimates will be completed by the facility's service writer, or equivalent, and signed by the ATL representative.

If within normal practice for the facility to perform some diagnostic work while the customer waits and working conditions permit, the ATL representative will remain in the vicinity until measurements in the next two blocks are completed. If not, the representative will leave.

#2 MEASURE DWELL, TIMING, IDLE RPM - In this step, any procedures noted or referenced on the emission sticker are to be observed relative to the measurements. For example, if the sticker requires basic timing be measured at 850 rpm, the timing will be measured at this speed. Likewise, if the sticker prescribes that timing be measured without the distributor vacuum line (s) connected, timing will be measured in this configuration. In making these measurements, the following steps are to be observed:

1. Bring the engine to normal operating temperature.
2. Measure dwell (if applicable) using a dwell meter. Record dwell (in degrees) in the space provided.

3. Measure basic timing (observe sticker procedures) using a timing light. Record basic timing and rpm at which timing was taken. If timing is before top dead center (BTDC) indicate with a "+" (eg. + 8° at 850 rpm). If timing is after top dead center (ATDC) indicate with a "-" (eg. -1° at 850 rpm). If timing is at top dead center (TDC) indicate with "TDC" (eg., TDC at 850 rpm).

4. Measure idle rpm (observe sticker procedures and prescribed transmission position). Record idle rpm and circle Dr (automatic transmission in drive gear) or N (any transmission in neutral). Leave the heater and A/C off.

NOTE: In these initial steps you may find that certain items obviously need attention. You may have occasion to notice, for example, that a spark plug wire or a vacuum line is disconnected. Do not make any corrections whatsoever to these or to any other items until instructed by this procedure to do so.

If it is customary for you to charge a fee for the above work, charge it and record such charge in the space provided.

#3 TEST NUMBER 1 - This is the emission inspection procedure. Perform this procedure as follows:

1. Bring the HC/CO analyzer to normal operating temperature. You may wish to leave the analyzer in a stand-by mode during working hours to eliminate delays associated with warm-up.

2. Calibrate the analyzer using procedures prescribed by the manufacturer. Zero and span check the meters several times until certain that the analyzer is calibrated. Make zero and span adjustments as necessary during these checks.

3. Insert the HC/CO analyzer probe in tailpipe (extreme left active pipe if more than one) and connect the tachometer. With the engine at normal operating temperature, the hood closed and the transmission in neutral, operate the engine at 1500 rpm to 2000 rpm briefly to clear the engine and exhaust system. Allow engine to return to idle in neutral and HC/CO readings to stabilize. Repeat this clearing-measuring operation one, two or more times until HC and CO readings are somewhat repeatable or until convinced the readings will remain erratic. Record stabilized HC and CO readings or best estimate of average erratic readings. Circle stable or erratic as appropriate in connection with the recorded readings. Also record the associated idle rpm. This test is always conducted with the transmission in the neutral (N) position.

NOTE: As mentioned above, this is the emission inspection procedure. Further reference to the emission inspection procedure is a reference to steps 1, 2 and 3 above.

You will be credited with $5.30 for performing TEST NUMBER 1, the emission inspection procedure. This credit is printed on the emission inspection form.

#4 REPORT RESULTS TO ATL - The results of measurements taken in #2 and #3 blocks immediately above are to be reported to ATL before any further action is taken. If the ATL representative is on-site, the results will be reported to him. If not, call 343-8938 and say something to the effect that "this is facility name calling to report diagnostic and inspection results on EPA Vehicle No. _#_". The EPA Vehicle No. is given on the inspection form. Based on these results we will instruct the facility either to proceed with the next steps or to stop at that point. This decision will be based on facility results versus laboratory results pertaining to measurements taken thus far. The only reason for stopping at this point would be to resolve a major discrepancy between facility and laboratory results. ATL will resolve a major discrepancy which may occur as a result of test equipment problems, vehicle problems or procedural problems at either the facility or the laboratory.

There should be no charges associated with this reporting action and for the few delays that may occur.

#5 PASS BOTH? - This is a decision point. If the vehicle was found to have passed the emission inspection after TEST NUMBER 1 and the diagnostic results are reviewed, the facility is to record FINAL DWELL, TIMING AND IDLE RPM measurements in block #16 even though these may be the same as those recorded in connection with the same step above. TEST NUMBER 1 results are also to be re-recorded in the TEST NUMBER 4 block (#17). ATL will then pick up the vehicle at the facility, along with test documentation and the facility invoice, and return it to the laboratory. If the vehicle was found to have failed after results are reviewed, it will remain at the facility for further action.

There should be no charges associated with the mere re-recording of these final measurements.

#6 CONNECT LINES - ADJUST AND RECORD DWELL, TIMING AND IDLE RPM - Two kinds of actions are to be performed in connection with this block.

Before making any of the below listed adjustments, make a visual inspection of ignition and vacuum lines. Reconnect any of these that may not be connected and note them on the comment form. Do not re-route any lines that are improperly routed in connection with this operation.

Make adjustments. Procedures and specifications of the vehicle manufacturer are to be observed in connection with the three actions below. Perform all of the adjustments, if necessary, in the following order:

1. Adjust dwell to specifications. Record dwell setting in the space provided.

2. Adjust timing to specifications. Record timing and rpm at which timing was adjusted. Indicate: + for BTDC, - for ATDC or TDC as appropriate.

3. Adjust idle rpm (not including mixture adjustment) to specifications. Record idle rpm and circle transmission position.

Record your charges for performing the above in the space provided.

TEST NUMBER 2 - Perform the emission inspection in accordance with the procedure listed under TEST NUMBER 1. Record the final HC, the final CO and the associated rpm measurement in the space provided. Indicate by circling if the readings were stable or erratic.

If it is customary for you to charge a fee for the above work, charge it and record such charge in the space provided.

#8 PASS BOTH? - You are to determine of your own accord if the vehicle passed the emission inspection based on results from TEST NUMBER 2. If you decide the vehicle passed, re-record the FINAL DWELL, TIMING AND RPM measurements in the #16 block even though these may be the same as those recorded in an earlier step. TEST NUMBER 2 results are also to be re-recorded in the TEST #4 block (#17). Contact ATL saying something to the effect that "This is facility name calling to report EPA Vehicle No __#__ passed the inspection". ATL will pick up the vehicle along with test documentation and facility invoice and return it to the laboratory. If you decide the vehicle failed, do not contact ATL but go immediately to the next step.

#9 FAIL HC ONLY? - If the vehicle failed both HC and CO or only the CO element in TEST NUMBER 2, proceed to the next block. If you decide the vehicle failed only the HC element of the inspection based on TEST NUMBER 2 results, go immediately to the IGNITION SCOPE, VACUUM GAUGE, VACUUM HOSE CHECK block (#13).

#10 CHECK CHOKE, ADJUST IDLE SETTINGS - In this step, the position of the choke plate is to be inspected first. If the plate is found in any but the wide open position, corrective action is to be taken. The engine must be at normal operating temperature when the plate is checked. Actions to correct a closed or partially closed choke are limited to those necessary to free the mechanism and assure continued free operation and to adjustments necessary to just bring the choke plate to the fully open position. Any other repair or adjustment actions may be made below under the CORRECT PROBLEMS block (#15) if the vehicle is still in the sequence at that point.

Adjust the idle mixture using procedures described or referenced on the emission sticker. The heavier trucks and vans (over 1/2 ton) may not have emission stickers or a prescribed method of mixture adjustment. Adjust vehicles not having a particular procedure to lean-best-idle at the specified idle rpm. Make certain that the final lean-best-idle mixture adjustment produces the correct idle speed. Adjust the speed if necessary.

Make appropriate notations on your findings relative to the above and the actions you took in the space provided. Additional comments may be attached to the inspection form as necessary.

Record your charges for freeing the choke and any adjustments and for adjusting the idle mixture in the space provided.

#11 TEST NUMBER 3 - Perform the emission inspection in the prescribed manner. Record the final HC reading and the final CO reading and indicate by circling if the readings were stable or erratic. Record corresponding idle rpm.

If it is customary for you to charge a fee for the above work, charge it and record such charge in the space provided.

#12 PASS BOTH? - You are to determine of your own accord if the vehicle passed at TEST NUMBER 3. If you decide the vehicle passed, contact ATL and the vehicle will be picked-up. Give the EPA Vehicle No. If you decide the vehicle failed, do not contact ATL but proceed to the next block.

If the vehicle is to be returned to ATL, record final DWELL, TIMING AND IDLE RPM and emission inspection results in the space provided even though they may be the same as recorded in connection with an earlier step.

#13 IGNITION SCOPE, VACUUM GAUGE AND VACUUM HOSE CHECKS - Perform these checks using procedures provided in the repair manuals and/or as instructed by CSU in the training program. If you do not have the necessary equipment, inspect these areas as you ordinarily do. Complete your notes and perform all of the checks before going on.

#14 ANYTHING WRONG? - This is a decision point. If you found that nothing was out of order as the above checks were performed, go to the FINAL DWELL, TIMING, IDLE RPM block (#16). If you found one or more items to require attention, go to the next block.

#15 CORRECT PROBLEMS - Using the repair manual and the training you received, correct those items found to need attention as you performed the above described checks. Up to $50.00 may be spent in connection with these repairs regardless of the amount spent thus far. Do not start a major repair job, however, if it cannot be completed for a cost close to the allowance. If you believe a major repair job is necessary, contact ATL at the number given for further instructions.

Keep notes on the above and any further maintenance actions you think necessary and may take. When the diagnostics and the repairs are completed, provide enough comments in the space provided on the comment sheet to report your findings and the actions you took. Attach additional comment sheets to the form as necessary.

Detail your charges in the space provided. Include listings of parts and associated costs and labor costs.

#16 FINAL DWELL, TIMING, IDLE RPM - Measure and record these items in the space provided. If these measurements were taken in the step immediately prior to this one, merely transcribe these measurements in the space provided for this block.

If it is customary for you to charge a fee for the above work, charge it and record such charge in the space provided.

TEST NUMBER 4 - Perform the emission inspection. Record final HC and CO readings.

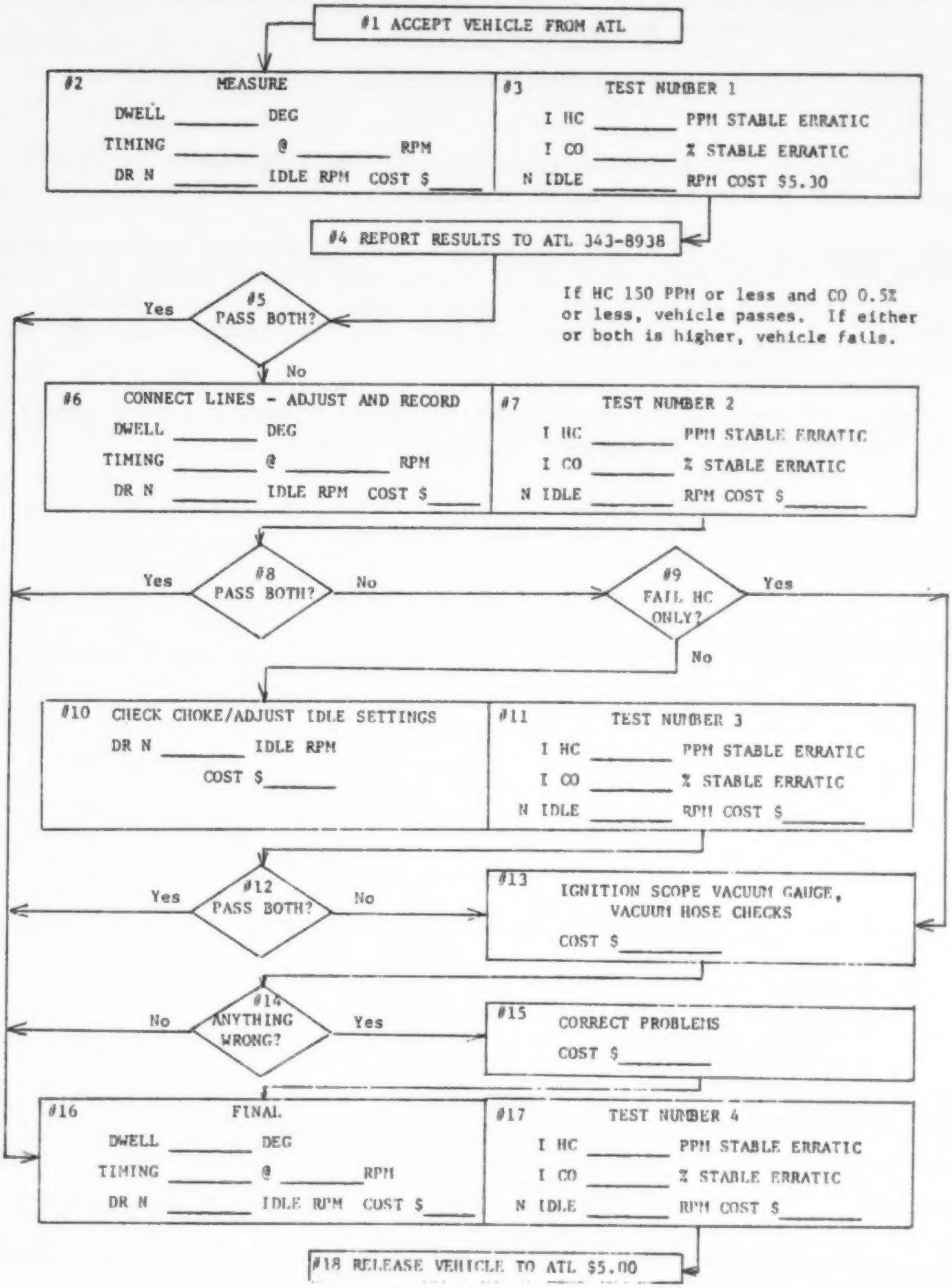
If it is customary for you to charge a fee for the above work, charge it and record such charge in the space provided.

RELEASE VEHICLE TO ATL WITH DOCUMENTATION - Contact ATL and indicate vehicle is completed. Attach inspection form, additional comment sheets and usual invoice to clipboard provided and leave with your collection department or in vehicle. An ATL representative will call for the vehicle and sign your customary vehicle release form.

FINAL NOTE - If you have gotten through all these steps, you have earned your $5 paperwork fee. If not, we'll pay you anyway.

COLORADO STATE INSPECTION FORM
EPA CONTRACT #68-03-2593

VEH. MAKE _______ MODEL _______	FACILITY NO. _______________
MODEL YEAR _______ MILEAGE _______	INSPECTOR _______________
DATE RCV'D _/_/_ RTN'D _/_/_	MECHANIC _______________
EPA VEHICLE NUMBER _______________	DATE DLV'D _/_/_ RTN'D _/_/_



#1 ACCEPT VEHICLE FROM ATL

#2 MEASURE
DWELL _______ DEG
TIMING _______ @ _______ RPM
DR N _______ IDLE RPM COST $_____

#3 TEST NUMBER 1
I HC _______ PPM STABLE ERRATIC
I CO _______ % STABLE ERRATIC
N IDLE _______ RPM COST $5.30

#4 REPORT RESULTS TO ATL 343-8938

If HC 150 PPM or less and CO 0.5% or less, vehicle passes. If either or both is higher, vehicle fails.

#6 CONNECT LINES - ADJUST AND RECORD
DWELL _______ DEG
TIMING _______ @ _______ RPM
DR N _______ IDLE RPM COST $_____

#7 TEST NUMBER 2
I HC _______ PPM STABLE ERRATIC
I CO _______ % STABLE ERRATIC
N IDLE _______ RPM COST $_______

#10 CHECK CHOKE/ADJUST IDLE SETTINGS
DR N _______ IDLE RPM
COST $_______

#11 TEST NUMBER 3
I HC _______ PPM STABLE ERRATIC
I CO _______ % STABLE ERRATIC
N IDLE _______ RPM COST $_______

#13 IGNITION SCOPE VACUUM GAUGE, VACUUM HOSE CHECKS
COST $_______

#15 CORRECT PROBLEMS
COST $_______

#16 FINAL
DWELL _______ DEG
TIMING _______ @ _______ RPM
DR N _______ IDLE RPM COST $_____

#17 TEST NUMBER 4
I HC _______ PPM STABLE ERRATIC
I CO _______ % STABLE ERRATIC
N IDLE _______ RPM COST $_______

#18 RELEASE VEHICLE TO ATL $5.00

COLORADO STATE INSPECTION FORM
COMMENT SHEET

COMMENTS ON #6 CONNECT LINES - ADJUST AND RECORD DWELL, TIMING AND IDLE RPM ______________________________

____

____

____

____

COMMENTS ON #10 CHECK/ADJUST IDLE SETTINGS ______________________________

____

____

____

____

COMMENTS ON #13 and #15 ______________________________

____

____

____

____

DETAILED PARTS AND LABOR COSTS ON #15 ______________________________

____

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____

____

ANY OTHER COMMENTS ______________________________

____

____

____

____

APPENDIX I

COLORADO WARM DRIVEABILITY TEST PROCEDURE

COLORADO WARM DRIVEABILITY TEST PROCEDURE

The following is the test procedure to be used for vehicle driveability evaluation. If a change is made to the vehicle, tests should be run both with and without the change. A level smooth-surface road, free of traffic interference, should be selected for desirable repeatability of the tests.

1. Vehicle Preparation
   - a. Install engine tachometer and intake manifold vacuum gauge - warm up vehicle (minimum 5 miles, driving).
2. Warm Vehicle Driveability Procedure - (see data sheet)
   - a. Warmup - Warm up vehicle for approximately 10 miles at freeway speeds (this step may be omitted if vehicle was previously warmed up).
   - b. Curb Idle Evaluation - Operate vehicle in neutral (N) for manual transmissions plus drive (D) gear for automatic transmission. Record idle quality, RPM and vacuum.
   - c. Road Load Operations - Operate vehicle at constant speed cruise conditions at 20, 30, 40, and 50 mph. Record drive quality, RPM, and vacuum at each speed mode.
   - d. Wide Open Throttle (WOT) Accelerations - With automatic transmission (AT) vehicle, make the slow, moderate and sudden WOT accelerations from 0 through 30 mph. With manual transmission (MT) vehicles, accelerate in high gear from 20 through 30 mph at WOT for the three throttle opening rates. Record drive mode quality. Be sure that throttle is wide open before reaching 30 mph.
   - e. Part Throttle (PT) Accelerations - With automatic transmission vehicle, make accelerations from 0 through 30 mph at 1/4, 1/2, and 3/4 constant throttle positions. With manual transmission vehicle, these PT

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accelerations are to be made from 20 through 30 mph. Record drive mode quality.

f. Partial Throttle Crowd - "Crowds" are evaluated in high gear from 30 through 55 mph. Tests should be made by continually increasing the throttle opening as needed to maintain a constant vacuum for each of the following readings: 15", 10" and 5" Hg. Record drive mode quality.

g. Partial Throttle Tip-in - Evaluate the "tip in" characteristics by making PT accelerations from 20 to 30 mph. Do not accelerate at a load which will cause the automatic transmission to downshift. Record drive mode quality.

h. Acceleration Time - Run WOT acceleration from 0 through 55 mph and record time of acceleration.

i. Deceleration Time - Engine coast down conditions are evaluated from 55 mph (stabilized) to 30 mph at closed throttle, record deceleration time. Repeat in the opposite direction to cancel effect of wind.

j. Soak - After the above tests have been completed, perform three consecutive WOT accelerations from 0 through 55 mph and then idle for 30 seconds. Shut off engine and soak for 10 minutes. Check for dieseling. Restart at 1/2 throttle and hold at 1500 rpm for three seconds, return to idle, maintain idle for 10 seconds in neutral for MT and 10 seconds in Drive for AT. Record number of starting attempts, cranking time and idle quality, RPM and vacuum.

3. DEFINITIONS OF TERM APPLICABLE TO ATTACHED DRIVEABILITY PROCEDURE

a. Road Load - A fixed throttle position which maintains a constant vehicle speed on a level road.

b. Coast - Deceleration at closed (curb idle) throttle.

c. Wide Open Throttle (WOT) Acceleration - An acceleration made entirely at wide open throttle (from any speed).

d. Part Throttle (PT) Acceleration - An acceleration made at any fixed throttle position less than WOT.

e. Tip-in - Vehicle response (up to 2 seconds in duration) to the initial opening of the throttle.

f. Crowd - An acceleration made at a continually increasing throttle opening.

g. Idle Quality - An evaluation of vehicle smoothness, with the engine at curb idle in drive as judged from the driver's seat.

h. Backfire - An explosion in the induction or exhaust systems.

i. Hesitation - A temporary lack of initial response in acceleration rate.

j. Stumble - A short, sharp reduction in acceleration rate.

k. Lean Operation - This condition, depending on its severity, can manifest itself as outlined in the following categories:

    (1) Stretchiness - A lack of anticipated response to throttle movement. This may occur on slight throttle movement from road load to during light to moderate accelerations.

    (2) Surging - A condition of leaness, resulting short, shart, fluctuations. These may be cyclic or random and can occur at any speed and/or load.

l. Detonation (autoignition) - A knock or ping which is recurrent or repeatable in terms of audibility.

m. Dieseling - Engine continues to run after ignition turned off.

n. Stall at Start - Engine stops during warmup or curb idle.

o. Stall, Driving - Engine stops during any driving condition or during 30 mph sudden brake application.

WARM VEHICLE DRIVEABILITY TEST FORM

Vehicle____________________

Date__________ Time: Start______a.m./p.m. Finish______a.m./p.m.

Odometer Reading: Start________________ Finish__________________

Temperature: Start________________ Finish__________________

Test Driver:___________________________Observer__________________

Remarks:____

				Idle			Drive Mode						
Total Demerits ________				Satisfactory	*Rough	Stall	Satisfactory	*Detonation	*Hesitation	*Stumble	*Stretchiness	Backfire	*Surge
		RPM	Hg	▨	▨	▨	▨	▨	▨	▨	▨	▨	▨
Idle	Neutral						▨	▨	▨	▨	▨	▨	▨
	Drive						▨	▨	▨	▨	▨	▨	▨
Road Load	20 mph			▨	▨	▨			▨	▨	▨	▨	
	30 mph			▨	▨	▨			▨	▨	▨	▨	
	40 mph			▨	▨	▨			▨	▨	▨	▨	
	50 mph			▨	▨	▨			▨	▨	▨	▨	
WOT Accel	Sudden Throttle Opening			▨	▨								▨
20-30 Man Tr	Mod. Throttle Opening			▨	▨								▨
0-30 Auto Tr	Slow Throttle Opening			▨	▨								▨
PT Accel	1/4 Throttle			▨	▨								▨
20-30 Man Tr	1/2 Throttle			▨	▨								▨
0-30 Auto Tr	3/4 Throttle			▨	▨								▨
PT Crowd 20-55	15" Hg			▨	▨	▨							▨
	10" Hg			▨	▨	▨							▨
	5" Hg			▨	▨	▨							▨
PT Tip in	From 20 mph 1			▨	▨	▨							▨
	2			▨	▨	▨							▨
	From 30 mph 1			▨	▨	▨							▨
	2			▨	▨	▨							▨
			sec.	▨	▨	▨	▨	▨	▨	▨	▨	▨	▨
Accel Time	0-55 mph			▨	▨	▨	▨	▨	▨	▨	▨	▨	▨
Decel Time	55-30 mph			▨	▨	▨	▨	▨	▨	▨	▨		▨
Soak	Total crank time			▨	▨	▨							
	No. of Start Attempts			▨	▨	▨							
Idle		RPM	Hg	▨	▨	▨							
	Neutral												
	Drive												

*T - Trace, M - Moderate
H - Heavy

APPENDIX J

VEHICLE ENGINE STATUS MALADJUSTMENT & DISABLEMENT INSPECTION FORM

VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM

CITY ________ INSPECTOR _________ DATE _________

FORM CODE: ES

VEHICLE NUMBER:

ITEM	YES	NO	N/A
	(Circle Answer)		
Is vehicle equipped with air conditioning?	1	2	
Is vehicle equipped with air pump?	1	2	
Is vehicle equipped with catalytic converter?	1	2	
Is vehicle equipped with thermal reactor?	1	2	
Is there obvious maladjustment/disablement of emission sys?	1	2	
Is filler neck altered? (If leaded fuel allowed enter 3)	1	2	3
Is there indication of maganese fuel additive?	1	2	0

Source of manufacturer's specifications: (Circle only one)	Emission sticker	1
	Owner's manual	2
	Manufacturer's shop manual	3
	Independent repair or service manual	4
	Other	5

Emission sticker part number	
EGR valve part number	
Carburetor part number	
Distributor part number	
Build date (Month/Year)	/
Engine calibration number (Ford only-others N/A)	
Axle ratio	1:

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VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (2 of 7)

VEHICLE NO. __________ CITY __________

ITEM	MEASURED VALUES	MANUFACTURER'S SPECIFICATIONS
Idle RPM		
Fast Idle RPM		
Dwell (enter '99' if elec. ign.)		
Timing (+ : BTDC; - : ATDC)		
Idle CO (enter '99.99' if no spec for mfr.)		
Idle HC		------
Choke notches (+ : Rich; - : Lean)		
Primary vacuum break		
Secondary vacuum break		
Mechanical advance begins (RPM)		
Mechanical advance at mid-pt (RPM)		
Mechanical advance at mid-pt (DEG)		
Vacuum advance at beginning ("Hg)		
Maximum vacuum advance (RPM)		
Maximum vacuum advance ("Hg)		
Maximum vacuum advance (DEG)		

VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (3 of 7)

VEHICLE NO. __________ CITY __________

INDUCTION SYSTEM	[1]	
Heated Air Inlet Door	[01]	
Heated Air Inlet Diaphragm	[02]	
Temperature Sensors, Switches, Modulators	[03]	
Delay Valve (Ford Only)	[04]	
Air Filter Element	[05]	
Hoses, Tubes, Lines, Wires	[06]	
Other - Induction System	[07]	

CARBURETOR AND FUEL SYSTEM (FUEL SUBSYSTEM)	[2]	
Carburetor Assembly	[01]	
Limiter Cap(s)	[02]	
Idle Mixture Adjustment	[03]	
Idle Speed (RPM)	[04]	
External Idle Enrichment (Chrysler Only)	[05]	
Idle Stop Solenoid	[06]	
Dashpot, Other Throttle Modulators	[07]	
Fuel Filter Element	[08]	
Hose, Lines, Wires	[09]	
Other - Fuel System	[10]	

System Evaluation Codes:

1 - No Malperformance 2 - Some Malperformance 3 - Not Applicable

Performance Codes:

0 - Not Known if Equipped or No Apparent Malperformance
1 - No Malperformance (Pass)
3 - Not Applicable
4 - Maladjusted
5 - Disabled
6 - Defective
7 - Inadequate or Improper Maintenance
8 - Improper Part Due to Misbuild
9 - Non-EOM Part

VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (4 of 7)

VEHICLE NO. __________ CITY __________

CARBURETOR AND FUEL SYSTEM (CHOKE SUBSYSTEM)	[3]	
Choke Adjustment	[01]	
Vacuum Diaphragm	[02]	
Electrical Controls	[03]	
Hoses, Lines, Wires for Choke Subsystem	[04]	
Exhaust Heat Control Valve Assembly	[05]	
Actuating Diaphragm	[06]	
Coolant Temperature Sensing Vacuum Switches	[07]	
Check Valve (GM Only)	[08]	
Hoses, Lines, Wires	[09]	
Other - Choke or After Combustion	[10]	

IGNITION SYSTEM	[4]	
Distributor Assy (incl. cap, rotor, Mech. Adv., Elec. Ign.)	[01]	
Initial Timing	[02]	
Spark Plugs and Their Wires	[03]	
Vacuum Advance Unit	[04]	
Spark Delay Devices	[05]	
Coolant Temperature Sensing Vacuum Switches	[06]	
Hoses, Lines, Wires (Not Spark Plug Wires)	[07]	
Dwell	[08]	
Other - Ignition System	[09]	

System Evaluation Codes:

1 - No Malperformance 2 - Some Malperformance 3 - Not Applicable

Performance Codes:

0 - Not Known if Equipped or No Apparent Malperformance
1 - No Malperformance (Pass)
3 - Not Applicable
4 - Maladjusted
5 - Disabled
6 - Defective
7 - Inadequate or Improper Maintenance
8 - Improper Part Due to Misbuild
9 - Non-EOM Part

VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (5 of 7)

VEHICLE NO. __________ CITY __________

E.G.R. SYSTEM [5] ☐

EGR Valve Assembly	[01]	☐
EGR Valve Backpressure Transducer	[02]	☐
EGR Time Delay Solenoid	[03]	☐
Venturi Vacuum Amplifier	[04]	☐
High Speed Modulator	[05]	☐
Vacuum Reservoir	[06]	☐
Coolant Temperature Sensing Switches	[07]	☐
Hoses, Lines, Wires	[08]	☐
Other - EGR System	[09]	☐

AIR PUMP SYSTEM [6] ☐

Air Pump Assembly	[01]	☐
Bypass Valve, Pump Valve	[02]	☐
Check Valve	[03]	☐
Electrical P.V.S.	[04]	☐
Solenoid Vacuum Valve	[05]	☐
Floor Pan Switch	[06]	☐
Vacuum Differential Control	[07]	☐
Drive Belt, Attaching Hardware	[08]	☐
Hoses, Lines, Wires	[09]	☐
Other - Air Pump System	[10]	☐

System Evaluation Codes:

1 - No Malperformance 2 - Some Malperformance 3 - Not Applicable

Performance Codes:

0 - Not Known if Equipped or No Apparent Malperformance
1 - No Malperformance (Pass)
3 - Not Applicable
4 - Maladjusted
5 - Disabled
6 - Defective
7 - Inadequate or Improper Maintenance
8 - Improper Part Due to Misbuild
9 - Non-EOM Part

VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (6 of 7)

VEHICLE NO. _________ CITY _________

P.C.V. SYSTEM	[7]	
P.C.V. Valve Assembly	[01]	
Filters	[02]	
Hoses, Lines	[03]	
Other - PCV System	[04]	
EXHAUST SYSTEM	[8]	
Exhaust Manifold, Tailpipe, Muffler	[01]	
Catalyst	[02]	
Other - Exhaust System	[03]	
EVAPORATIVE CONTROL SYSTEM	[9]	
Evaporative Canister (Ex. Filter)	[01]	
Canister Filter	[02]	
Hoses, Lines	[03]	
Other - Evaporative	[04]	

System Evaluation Codes:

1 - No Malperformance 2 - Some Malperformance 3 - Not Applicable

Performance Codes:

0 - Not Known if Equipped or No Apparent Malperformance

1 - No Malperformance (Pass)	6 - Defective
3 - Not Applicable	7 - Inadequate or Improper Maintenance
4 - Maladjusted	8 - Improper Part Due to Misbuild
5 - Disabled	9 - Non-EOM Part

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VEHICLE ENGINE STATUS
MALADJUSTMENT & DISABLEMENT INSPECTION FORM
PAGE (7 of 7)

VEHICLE NO. _________ CITY _________

INTERNAL ENGINE AND MISC. COMPONENTS [10] ☐

Engine Assembly	[01]	☐
Engine Oil and Filter	[02]	☐
Cooling System	[03]	☐
Mechanical Valve Adjustment	[04]	☐
Carb. and Intake Manifold Bolts	[05]	☐
Belt Tensions (Other Than Air Pump)	[06]	☐
Hoses, Lines, Wires (Other Than Those Related to Above Sys)	[07]	☐
Other - Internal Engine and Misc. Components	[08]	☐

MAN HOURS REQUIRED FOR INSPECTION [11] ☐

System Evaluation Codes:

1 - No Malperformance 2 - Some Malperformance 3 - Not Applicable

Performance Codes:

0 - Not Known if Equipped or No Apparent Malperformance
1 - No Malperformance (Pass)
3 - Not Applicable
4 - Maladjusted
5 - Disabled
6 - Defective
7 - Inadequate or Improper Maintenance
8 - Improper Part Due to Misbuild
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